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A STUDY FOR FUTURE DEVELOPMENT FOR

JACKSON PARK

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A CASE STUDY FOR
Department of Developing and Planning
Chicago Illinois

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We would like to take this opportunity to acknowledge the excellent cooperation and interest that was recieved from the various civic and public agencies during the course of this study. We regret that time did not allow us to meet more frequently with these groups.

Daniel Burnham Committee
Chicago Heritage Committee
Hyde Park - Kenwood Community Conference
Welfare Council of Metropolitan Chicago
Chicago Park District
Department of Development and Planning
Department of Urban Renewal
Department of Public Works
Department of Streets and Sanitation

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December 1, 1975

Friends,

An active and intervening concern toward Lakefront use and development continues to be shared by many thousands of Chicagoans. That perspective was probably alive even before citizens successfully resisted a turnpike development on the southside Lakefront in the 1860's. Recent generations of South Siders--as Bill Erickson's recollected history points out--have matched their ancestors' zeal.

Thirty years ago the Fifth Ward Citizens Committee was formed to foster and sustain independent and active involvement of south side citizens in civic affairs of the area. A primary mission continues to be the support of a full service independent aldermanic office in the Fifth Ward. Within this past year, a renewed 75-member FWCC has begun to determine priority areas for Committee involvement. The future of Chicago's southside Lakefront is such a priority.

A Lakefront Taskforce of the FWCC is charged with two basic responsibilities: to educate itself and the larger committee in matters concerning the Lakefront and to cooperate with other interested groups and individuals in distributing information, fostering discussion, and developing concensus of purpose with and among as broad a constituency as possible.

Understanding Lakefront development history--the problems, proposals, constraints, and creative possibilities--is an important part of preparing for informed involvement in current deliberations. This republication of the 1966 Johnson, Johnson, and Roy Report for dissemination, at cost, to any Lakefront activist is one contribution to that larger effort.

Persons interested in expressing their views, getting further information, becoming actively involved in current Lakefront considerations are encouraged to contact the Taskforce through the Ward office.

PREFACE TO THE SPECIAL EDITION

CHRONOLOGY OF EVENTS ON JACKSON PARK ROAD PLANS

This chronology is built on material in my files from the Hyde Park-Kenwood Community Conference (HPKCC), Daniel Burnham Committee, Hyde Park Herald and also from my recollection. I believe it is essentially complete and accurate as to significant events. The period 1953 to 1965 is covered entirely by recollection. From 1969 to the present, I have scant information, but I think that little of importance occurred.

William E. Erickson, December 1, 1975

Around 1953, construction began on a new routing of the Outer Drive from 39th to 47th Street. High lake levels had caused occasional flooding of the old roadway. The new road was built in the current expressway mode and the Hyde Park-Kenwood Community was faced with a continuation of the same type of road through Burnham and Jackson Parks from 47th to 67th Street. The essential objections to the road plan were: expressway standards, destruction of model yacht basin at 51st Street, large interchange at 59th Street and the lakefront, routing of road behind Museum of Science and Industry, widening of Cornell Drive, and the total lack of concern about impact on the park. Throughout the decade 1954-1964 the community negotiated with the city to improve the plan. Alternate routings were proposed and were rejected by the city. The only major concession made by the city was to redesign the roadway to avoid the model yacht basin at 51st Street.

1964. HPKCC circulated a petition asking that no work be done without first developing a comprehensive plan for the entire lakefront. Over 2,000 signatures were collected.

1965. Community continued to try to negotiate improvements. City responded by offering lakefront improvements: peninsulas, added beaches, etc., but there was no funding for these improvements. The University of Chicago hired Hideo Sasaki, Harvard University landscape architect to design an alternate road plan. His design was based on use of existing roads in the park. It attracted community support but was rejected by the city.

August - 1965. HPKCC called public meeting on final city plan. Construction scheduled to begin in September. At the heavily attended meeting, Conference leaders stated that it was no longer possible to change the plan. Immediately, the Daniel Burnham Committee (DBC) was formed by concerned community residents. To call public attention to impending destruction of trees and parkland, strips of sheeting were tied around trees affected. After four weeks of peaceful demonstration, cutting of trees began without notice. More than 1,000 trees were cut down. Road work began from 47th to 53rd and from 59th to 67th, the latter stretch along Cornell Drive. The DBC continued demonstrations in the area between 53rd and 59th for another month, when seven members were arrested. Daley announced a halt to proposed work between 53rd and 59th. He appointed a committee of distinguished citizens: three architects, an urban studies expert and a civil engineer to make recommendations. Their findings were never released to the public. (At the 11/8/75 meeting at the Lutheran Seminary, Walter Netsch, one of the committee of five, revealed that the city agreed to their recommendation that a planning firm be hired to develop a plan for the entire lakefront, in exchange for the committee's agreement that their report be kept a secret.)

November 1965. Daley announced freeze on all major lakefront work until plan was completed.

Summer 1966. Johnson, Johnson and Roy (JJR), the landscape architecture firm selected by the city to develop plan suggestions, presented their report to the Lakefront Sub-committee of the Chicago Plan Commission. The report was explained at a community meeting held by the HPKCC and was well received, except for criticism about the reduction of the golf course to nine holes, and lack of convenient use of park to residents south of 67th Street. The JJR study was later endorsed by the HPKCC, the DBC, Chicago Heritage Committee, Committee for Chicago's Parks, South Shore Commission, City Club and Metropolitan Housing and Planning Council.

February 1967. Barton-Aschman Associates, traffic engineers, presented a report to the Lakefront Sub-committee of the Chicago Plan Commission regarding proposed park and road improvements from 53rd to 59th Street interchange, including rebuilding bridge over 59th Street marina inlet. HPKCC press release expressed concern that the Barton-Aschman report changed the JJR report. The Barton-Aschman report was critized for deviation from the JJR report in recommending a pedestrian underpass at 55th and 59th, a huge interchange at 57th Street, and a bridge over the 59th Street marina inlet.JJR recommended a depressed roadway, a land bridge at 55th Street, a depressed interchange at 57th Street and elimination of the 59th Street Marina. A press release from JJR gave their view that changes from their report were consistent with their original report.

April 1967. HPKCC met with Dept. of Development and Planning, presented statement with criticism of and recommendations for improvement of completed road and park work between 47th and 53rd. Also presented photographic critique of area. Received both JJR and Varton-Aschman drawings of 53rd to 59th Street proposed work.

(Throughout the remainder of year, many meetings of community groups with city agencies and planners, requesting improvements in plans.)

December 1967. U.S. Army Corps of Engineers announced request by Dept. of Public Works Commisioner Pikarsky for permits to construct jetties, promenade, and beach fill for Jackson Park.

January 1968. Community organizations asked Army Corps of Engineers to withhold permit since public hearings had not been held, all public agencies had not been consulted, and detailed information was not made public. Mr. Saxton, Acting Chief, Chicago District, Corps of Engineers denied the permit until accommodation was reached between city and objecting groups. (As of December 1975, such accommodation has still not been reached, so I think the city will have to come to agreement with the community before it gets a permit.)

February 1968. Barton-Aschman Design Study for Lake Shore Drive and Jackson Park published in booklet form. Johnson,Johnson and Roy Progress Report on the Future of Chicago's Lakefront also published this month.

April 1968. HPKCC presented statement to Lakefront Subcommittee of Chicago Plan Commission opposing principles of staging and design features of the Barton-Aschman report. The statement asked for correction of traffic hazards and park work between 47th and 53rd Street prior to any new construction south of 53rd Street; re-working of Barton-Aschman proposals to develop an implementation scheme which doesn't compromise basic principles recommended by JJR; full public hearings and public review of revised proposals.

July 1968. Community meeting called by HPKCC and Daniel Burnham Committee. Lewis Hill, Commissioner of Dept. of Development and Planning, Milton Pikarsky, Commissioner of Dept. of Public Works and other city officials were present. About 500 members of community attended. Barton-Aschman plan presented by city personnel, and criticism of plan given by community organization spokesman and individual citizens. Public reaction was strongly negative toward plan.

August and September 1968. Chicago Plan Commission postponed decision on Barton-Aschman plan at both meetings. (Decision never made.)

March 1969. Dept. of Development and Planning published a report to the Chicago Plan Commission named "Jackson Park, Burnham Park and Lake Shore Drive between 47th and 67th Streets." The statement of the Daniel Burnham Committee on this report said in part: "We are for the first time hopeful that a satisfactory agreement can be reached between the city and citizens affected by the park-road development. We think we are at last talking about the same things. This is the first proposal by a city agency to show understanding of the primacy of the park over the proposed road."

Thus ends the chronology. In 1971 and again in 1973, citizens became concerned that work would soon begin on the road and sought meetings with city agencies. The meetings were granted and part of the plans were revealed.. No substantive changes from the 1968 Barton-Aschman or the 1969 Dept. of Development and Planning plans were apparent. While other meetings with other organizations may have been held, there is no information that I know of to add to the proposals in the above-named plans.

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INTRODUCTION

The purpose of this study is twofold. Within a broad framework, it is to serve as a pilot study project for an overall lakefront study program. Secondly, it is to involve re-evaluation in the areas of landscape, traffic engineering, and urban planning of Jackson Park as it might best relate to Lake Michigan and the recreation/ transportation needs of the community.

The study is to: 1. outline long-range objectives for Jackson Park with alternative park plans, showing (a) possibilities if additional lands are achieved through land fill; (b) possibilities achieved through modification of use and layout of existing land resources; and (c) possibilities of park use and arrangement for transportation routes without and within the park. 2. outline recommendations that will provide for long-range objectives and provide for an interim park plan till these objectives can be realized.

Jackson Park is a significant land area in the history of this country and the development of Chicago. As the site for the World's Columbian Exposition, 1893, the park became the focus of national attention and was instrumental in introducing new dimensions of comprehensive park planning. The accompanying lakefront park plan and the midway connecting to Washington Park were among the broad strokes of park planning that established for Chicago a tradition for imaginative recreation planning. The tradition needs new interpretation and new impetus, but it is a fortunate heritage for the community. It is especially fitting today that wehn Chicago became a city in 1837, the motto chosen was "Urbs in Horto," a city set in a garden.

SUMMARY CONCLUSIONS -JACKSON PARK CASE STUDY This study effort, though brief in time, has been adequate to clarify the directions in which future development should go in Jackson Park. The recommendations necessarily focus upon potentials and concepts with details illustrated only in critical areas. The potentials illustrated in the report excite the imatination, but it is felt that the design possibilities are still much richer than is possible to communicate at this time. Future efforts and refined design will expand the sense of potential indicated herein. Following is a general summary of the study conclusion.

THE PARK Jackson Park has within it many "parks." Its diversity is its greatest strength, and therein lies its greatest promise for future use. Of the many uses existing in Jackson Park, no single use stands alone, and their interdependence is important. Therefore, it is essential that the following qualities which exist today in Jackson Park be protected and developed further. a) The diversity of uses. b) Its identity as a single large park. c) The unity between the Museum and the lagoons. d) The unity between the Midway and Jackson Park itself. e) The continuity of pedestrian circulation throughout all areas of the park.

The development of Jackson Park through the years has been marked by changes and alterations. The only unchanged element in Jackson Park since its inception is Wooded Island. It has traditionally been the symbol of a natural scene, and it exists today as an important image of Jackson Park. At this time, it has little ecological significance, but it could have. It should remain, but be developed in a more significant manner.

Complete separation of pedestrians from the moving automobile is essential to Jackson Park's future success. This applies to any automobile traffic within the park as well as to the traffic along Stony Island Avenue. It calls for broad and carefully-located underpasses or overpasses for pedestrians.

Parking areas should occur at the edges or just off the edges of Jackson Park in order to decrease the penetration of the automobile into the park. Multi-level parking structures can be effectively used in satisfying the parking needs for Jackson Park. A multi-level parking concept, however, calls for small parking lots within the park for special use areas.

Although Jackson Park is on the Shores of Lake Michigan, only a minor portion of its acreage is developed in direct relationship to the lake, i.e., beaches, marinas, and shore promenages. The major portion of Jackson Park orients inwardly to the lagoons as the center of its environment. It has long-standing relationships with the community, i. e., recreation areas for the high school and the University of Chicago; the midway connection with Washington Park; the golf course; such a high degree of community relationship is important and should be continued.

NEW LAND FOR JACKSON PARK Major new land areas contiguous to Jackson Park are not necessary for the park to fulfill its potential.

Limited land acquisition, however, could benefit the park immeasurably: a) A number of small parcels directly across Stony Island Avenue and 67th Street would help to strengthen the relationship between the community and the park, allowing a person to visit a portion of "Jackson Park" without necessarily having to cross these two busy streets. b) Limited extension of the beaches into Lake Michigan would allow the beach areas to be backed up by adequate beach park facilities.

Jackson Park should not be extended into Lake Michigan in a major penninsular form.

Major land areas for recreation purposes occurfing on land fill should be accomplished within the pattern of comprehensive off-shore land fill concepts reached by motor vehicles from points other than in the immediate vicinity of Jackson Park.

TRANSPORTATION Lake Shore Drive can be satisfactorily accommodated in Jackson Park, if accomplished in accordance with the design principles stated in the accompanying report. Short of complete tunnelization, special design characteristics of roadways can bring about an acceptable compatibility with parks throguh which they pass. In brief, these characteristics are: a) Decreasing sight and sound impact by raised earth banks

or depressed road-ways, reinforced with multiple and staggered bands of special planting. b) Broad underpasses and/or overpasses allowing park unity to prevail and auto/pedestrian conflicts to decrease.

The traditional Lake Shore Drive close to the shore of Lake Michigan reaches its southern extremity at Jackson Park. As a functional drive, it must intersect with at least three basic points in the immediate vicinity of Jackson Park. These are: either at 55th Street or the midway; a continuing connection with Jeffery Avenue and South Lake Shore Drive; and, lastly, at 67th Street and Stony Island Avenue. Therefore, complete tunnelization of Lake Shore Drive under Jackson Park would be unreasonably complex.

Moving traffic causes audio-visual impact and physical barriers that are detrimental in varying degrees to all Jackson Park uses. Special design characteristics of a roadway can decrease its detrimental impact upon a park, but not eliminate it. The area that it takes to resolve the detrimental impact of a roadway upon a park can be measured. Such an impact zone is the true right-of-way of any given roadway design.

An automobile by-pass of Jackson Park built in Lake Michigan is possible, but not recommended. Such a route would call for significant new interconnections with the Jackson Park community that it serves, as well as disrupt the bright prospects for off-shore park land development.

An automobile by-pass of Jackson Park in the community to the west is possible, but extremely complex. The cost and disrruption of a new right-of-way would have to be weighed against the cost of adequately accommodating the roadway in the park. Existing streets do not have the capacity nor are they properly located to adequately replace Lake Shore Drive. A lakeshore drive extension over the Illinois Central Rail Road right-of-way would be the least disruptive, but being built so high, its detrimental impact zone for the community would be formidable.

There are good possibilities that in the long-range future rapid transit facilities might be increasingly used. It is not a case, however, of rapid transit replacing the automobile. Each will be important to the proper use patterns of the other. Automobile patterns in the vicinity of Jackson Park will not be significantly altered by improved rapid-transit facilities.

IMMEDIATE MEASURES IN JACKSON PARK Early improvement in Jackson Park could be programmed immediately without disrupting any of its great potential. Among the more significant measures are: a) Programming the renewal of Wooded Island as a more significant, more effective natural park. b) Extending 57th Street beach into Lake Michigan on land fill to allow for better connection to Burnham Park and the North Shore Park System. c) Program the development of a marina park on the peninsula between the two harbors, allowing a more complete choice of activities for the sailor. d) Converting the present eighteen-hole golf course into a better-designed nine hole course, thereby allowing a southern portion of Jackson Park to serve a community-oriented recreation need. Such a measure will appropriately complete the balance of uses in Jackson Park. e) Converting to park use certain portions of existing roadways in Jackson Park which are not essential to the movement of automobiles.

The present alignment of the newly-constructed Cornell Drive should be blended with the original configuration of the midway intersection as well as the existing route north of the museum. Intersecting at grade with the extended Lake Shore Drive, it would constitute a satisfactory interim automobile route. Meanwhile, the recommended route can be designed, detailed and constructed without disruption to traffic patterns.

I. SUMMARY ANALYSIS

A. Historical Development

The development of Jackson Park over the years has been marked by significant change. Prior to being chosen in 1891 as the site for the World's Columbian Exposition it was an established part of the South Park System. Its character at that time was a flat, desolate shore.

The plans for the Exposition literally covered the park with buildings and paved surfaces. "Wooded Island" even at that time must have been an attractive tradition in that Olmstead recommended in his layout of 1892 that it remain. It still remains today, and is the most constant park element through all the years of development.

The Exposition of 1893 brought an extremely intensive building development to Jackson Park. Although the development retained Wooded Island as a symbol of the natural scene, Jackson Park never again reverted to its original natural qualities. Wooded Island then , as now, recalled the natural scene but did not supply it. The Midway Plaissance was covered with "villages" and "bazaars" in conjunction with the Exposition, establishing a strong relationship of the Midway to Jackson Park.

After the Exposition, Jackson Park reverted to an open park in the prairie tradition according to a plan developed again by Olmstead, in 1895. The plan retained the "Field Columbian Museum" (Museum of Science and Industry), and introduced most of the uses which can be experienced today.

Changes continued to occur, however, as Chicago and increased demands for recreation grew around the park.

The golf course was introduced to the south, tennis courts emerged, and a restaurant near the "North Haven" (north marina) was removed. The beaches and portions of Burnham Park were extended into Lake Michigan. Part of the south lagoon was filled to allow the 63rd Street beach to develop and the south lagoon responded to increased boating activity by becoming a marina harbor. The Government constructed a defense base on playfields and part of the east lagoon was filled for additional recreation.

Community transportation needs had an impact as well. The circulation patterns used today were conceived as horse and carriage and pedestrian avenues for access to the park, moving about the park and for Sunday "promenades." The development of the automobile and the necessary widening of avenues, and the addition of signal lights, street lights, signs and parking lots are familiar developments of recent years. The incompatibility of parks and automobiles has long been recognized but the shifts towards this problem have been bit-by-bit over a long period of time. It is a pattern which is built into the community now and cannot easily be reversed.

But with all such changes and automobile conflicts, Jackson Park remains basically intact as a large community and regionally-oriented Chicago park. Its unique lakeshore location, connection to the midway, lagoons and tradition remain essentially unaltered. The ability to recognize the potentials of these park qualities to protect them and to weave them appropriately into the land use and transportation fabric of today's community is indeed a formidable challenge.

B. Existing Situation

The Park (See Diagrams) 1. How does it serve? Jackson Park serves many types of people, on different kinds of recreation days. It is seen in different ways by the same person on different occasions. It is highly interrelated in special ways....i.e., the museum is especially unique because it is near a lagoon, a marina, and the lake shore. The marinas have a special quality because they are near beaches, lagoons, and play areas.

The park seems to be used in sets of activities. For example, a day on the beach is quite different than a day at the museum, although each may involve a picnic. A day at the lagoon is quite different than a day on the golf course, although both may involve an hour watching one of the marinas.

This multi-faceted aspect of Jackson Park is very important to recognize. Each use supports the other in a positive way. Such diversity provides a fortunate measure of choice for the park user. It is conceivable that a person interested in seeking out

a particularly rare species of song bird may find himself in a softball game and vice-versa. It is a potential spontaneity that makes this kind of park so worthwhile.

Jackson Park divides into two basic zones: 1. Jackson Park Lake Michigan, and 2. Jackson Park, Chicago. The divisions tend to occur just in-shore from the beaches and marinas where on the Lake Michigan side the activities focus upon water-oriented activities; i.e., beaches, marinas, shore strolling, etc., and where on the inland side, activities focus upon the traditional park scene, lagoons, ball fields, picnic areas, museum, golf course, etc. The inland side has little to do with the fact that Lake Michigan is a few hundred yards to the east.

One could choose either to make it more evident or build upon the fact that it is not evident.

Both of these park portions have local and regional significance. Both need to be rather complete recreation parks. Because of this natural tendency to break into two zones, special care must be taken to protect an overall park unity.

Although Jackson Park is a large (approximately 570 acres), major park facility, each of its many parts tends to be small. As a contribution to the growing metropolitan and community needs for park area, it is minor, as every conceivable park use is in short supply.* It is quite clear that appropriate measures of expansion should be in multiples of "Jackson Park" not merely an expansion of one or two of the uses within the park. Therefore, until large areas of new land are available (at least the size of the present park), every effort should be made to protect the present good balance of uses in Jackson Park.

2. Uses in the Park The general uses presently being accommodated in Jackson Park are as follows: a. Natural Area - 68 acrea (approximately; b. Museum - 43 acres; c. Recreation - 110 acres; d. Golf Course - 100 acres; e. Beaches - 51 acres; f. marinas - 90 acres; g. Linkages - 56 acres; h. Roadways and Parking - 46 acres; i. Special (La Rabida and Nike Site) - 23 acres. Total Acres: 287.

a. Natural Area Wooded Island is presently the focus of what is generally referred to as the Natural Area, which, in turn, has much to do with the traditional identity of Jackson Oark. Although not originally intended to be a truly naturalized area, it does have the capability of providing an effective substitute for it. However, the acreage of this area is at the lowest point for maintaining even a semblance of the necessary quiet, the necessary variety of ecological situations and the necessary sense of distance to other activities. It is considered an extremely important use to protect, but if retained its degree of naturalness will be limited by its small size and adjacent park use areas, i.e., museum and recreation.

The most outstanding minimum needs in considering its future improvement appear to be to maintain its present acreage (if not expand it), to program a renewal of planting and lagoon configuration (shore, water circulation) with careful attention to ecological patterns of plant growth to assure protection from vehicular noise an other extraneous environmental influences (views of traffic lights, distant buildings, distant signs and highly active sports).

It would also be well to seek a portion of adjacent level land, possibly to the east, for a natural meadow contrast. There seems to be an excessive concentration on the lagoon edge as the only "natural" happening.

The proposed automobile route, partially-built and in actual view across the west lagoon from Wooded Island will cause an excessive degree of traffic sound and visual presence to satisfactorily retain the "natural" scene. A possible solution would be to build up the earth and increase the density of plant materials between the route and Wooded Island to effectively screen out sight and sound. The dimension of this device would require much of the west lagoon area.

b. The Museum Dominating the north portion of Jackson Park is The Museum of Science and Industry. It is a nationally-renowned facility fortunately reached by the greatest volume of visitors before they traverse through the park. This circumstance eases the automobile/bus access problem in relationship to the use of the park.

*Recreation Chapter - Basic Policies for the Comprehensive Plan of Chicago.

Unique to this museum location is its historical relationship to the very beginning of Jackson Park; its loaggons and pastoral character. This relationship remains as the only vestige of original park use and form.

Expansion potential seems to be both northward and southward for the two existing wings. Northward expansion could be in conjunction with an underground parking structure, the top level of which would be an urban type park-plaza at present grade level. Southward expansions might best occur only on the east side where more space is potentially available. However, this expansion would necessitate careful consideration of the lagoon character. Such a south entrance to the museum suggests new and interesting relationships with Jackson Park.

c. Recreation Active recreation plays a double role in Jackson Park. It is both a primary use and an important supporting use to all other park uses. "Supporting" recreation includes tennis courts, shuffle board courts, lawn bowling, soft ball diamonds and the field house. These uses tend to be related more to community recreation needs and especially the high school athletic program.

The only incompatible aspect of these primary recreation uses being in Jackson Park is the potentially high density use being adjacent to the low-density, quiet characteristic of the natural area. Careful attention to pedestrian circulation patterns and screen planting could alleviate this problem. It should be noted that school use of the recreation facilities occurs in spring and fall when general community use is quite low, suggesting that any conflict is of a relatively low magnitude.

The focus of recreation facilities in Jackson Park is in relation to the Stony Island Avenue side of the community. Any effort to increase general recreation along 67th Street would help a great deal to balance out recreational facilities in relationship to the overall community.

d. The Golf Course A golf course is always a welcome "open space" contribution to a community. Inherent shortcomings, however, are its large land-consuming nature and the limited number of people who can use it.

This particular golf course is an eighteen-hole course, on approximately 100 acres, considered to be an extremely short eighteen-hole course. However, it apparently is popular and heavily used by those golfers living in the vicinity of this public course. Other golf courses in the area are private.

Here, again, Jackson Park is providing a single, short eighteen-hole course in response to a need far in excess of the course's capacity. Three or four full-sized courses would probably be as heavily used. If removed for other uses, it would be a small loss in use-volume,but an unfortunate loss in choice.

It would appear to be essential that the course remain in one form or another. More space could make it a better eighteen-hole course with a more appropriate balance of long holes and short. In a similar sense, an effective course of nine holes could be developed and at the same time provide some needed recreation space for the beach and neighborhood in the vicinity of 67th Street.

e. The Beaches Three beaches relate to Jackson Park; 57th Street, 63rd Street, and 67th Street. They are all relatively narrow strips of land along the lake shore, varying in size and situation. The 57th Street beach occurs in the vicinity of the museum with Lake Shore Drive pressing in very close. It is difficult to reach by car or on foot. It is known to be very popular and very crowded on summer weekends and holidays. Parking is virtually non-existent although bus service is available. This beach has a close relationship to Burnham Park and any lake-fill efforts to enhance the beach potential should include concurrent expansion of the Burnham Park promontory at 55th Street.

The 63rd Street beach is the largest in terms of shore line and back-up park area. It also features a beach house with minor parking facilities. At the north edge, motor launches entering the channel leave some oil residue and other water contaminants which the northerly currents and winds probably push upon the beach. Along this shore, marinas should occur south of the beaches if they are developed together as in this case.

The beach house is in poor repair, dark and oppressive in appearance, much in need of rehabilitation. It seems adaptable to somme effective remodeling as a beach house. The location is prominently central to all Jackson Park uses, possibly suggesting a special importance to this beach.

The 67th Street beach is the smallest and unfortunately immediately south of a major marina entry channel. The rocky shore is not conducive to safe beach activity, and this beach needs much sand-fill improvement to be adequate. It probably is not a good location to expand a major beach facility.

All the beaches are too narrow in depth to allow a good back-up-park. In that all other uses in Jackson Park appear to be minimum in size already, it is likely that lake-fill for beach improvement alone is essential to better park patterns.

Beaches appear to be the most popular metropolitan-wide Jackson Park facilities. Public transportation to them would seem to be essential to their effectiveness.

f. The Marinas There are three basic marina harbors; one small one opposite the midway and two larger ones south of the 63rd Street beach. The small one, opposite the midway, connects to Lake Michigan by way of a channel underneath Lake Shore Drive. The marina has recently been improved. Although marina space is short in supply, this particular marina projects deeply into the park significantly limiting the degree of flexibility with which this park area might better be used if it were not there. It calls for automobile access, service areas, trailers, trucks, and a navigable channel just to the north of the main beach.

It should be relocated to combine with the two larger marinas to the south.

Of the two larger marina harbors to the south, the west harbor is more limited in serving size of boats, due to the restriction of a bridge over the access channel. This so-called west harbor is actually the original south lagoon which connected directly with the east and west lagoons to the north.

The peninsula between the two yacht harbors, appears to be a prime area for special use related to boating and beach activities. It might well be the area for the development of a single marina complex in conjunction with a redevelopment of the beach house on the 63rd Street beach to the north.

g. Linkages (Walks, Bridle Paths, Bicycle Paths, and General Park Setting) The ability to move about the park once one arrives at the park, is an important consideration. There is an existing bridle path circuit as well as quite a complete walk system. At one time, this pathway fabric probably worked much better than it does today, as the streets running through the park were not dangerous to cross. Today, the busy street tends to divide the park in sections within which one can walk freely about; but, in turn, limits the sense for overall park unity. Although diversity is the unique character of Jackson Park, unity is the essential ingredient of success.

The ability to cross over or under automobile routes without realizing that it has taken place, seems to be one of the key goals in properly adjusting automobiles to parks. The overpass of Lake Shore Drive at the beach house is entirely inadequate. The continuity between park areas as they are separated by automobile route.

At present, it is difficult to identify a coherent directional orientation as one uses walks and bridle paths. It might be well to consider a more singular major circulation route as a clarifying force in the complex fabric of necessary walks. It appears, too, that bicycles could join with certain bridle path and pedestrian routes in order to broaden the choice of how one might circulate throughout Jackson Park.

h. Roadways and Parking Automobile access to the park as well as storing that automobile in parking areas is important to each of the various uses in the park. It is apparent that parking facilities are excessively limited. This is especially true if one assumes a marked improvement in park quality and capacity. At the same time, however, surface parking lots are detrimental in many cases to the very reason for which one would com e to this park; therefore, it appears that a careful balance must be sought of making the automobile unobtrusive yet allowing it to serve.

At the present, there is no particular sense of entry into Jackson Park. This is in terms of automobile, public transit, and pedestrian. Potentials for such entrance

expressions, however, do exist; one in the area of transition between Burnham Park and the museum; one at the junction of the midway with Jackson Park; one at the terminus of the 63rd Street El Station; one at the intersection of 67th Street and Stonly Island Avenue; and one at the intersection of 67th Street and Lake Shore Drive. Every effort to make these areas more apparently entrances to parks would be fortunate.

It is important to note that the level of traffic presently circulating throughout Jackson Park already calls for new concepts of overpasses or underpasses to make the park safer and more efficient. The fact that traffic volumes and speeds are increasing, is an academic point.

i. Special - La Rabida Although not especially detrimental to a general park scene, this hospital tends to occupy an extremely choice area for recreational potentials. It usurps nearly 2,000 lineal feet of shore line, and calls for automobile and service access where one could choose not to have it, if the facility were not there. In this sense, it does have a limiting impact upon the potentials for Jackson Park, as a recreation-oriented park. The Nike Site Quite obviously, the Nike site is entirely incompatible with any of the uses in Jackson Park. Its early removal may be an important factor in the effective staging of park improvement. The Hyde Park High School The high school has traditionally oriented to portions of Jackson Park for recreation purposes. Stony Island Avenue traffic has not discouraged this relationship, and it probably will not in the future. It simply makes it a dangerous relationship. It appears to be important to find an effective concept for allowing the students to walk safely and naturally over Stony Island Avenue into recreation facilities of the park.

The Community Edges Although Jackson Park orients, in a very large sense, to the metropolitan area of Chicago, the tradition of a local relationship to the park has built up on all edges, and it is strong. Therefore, uses along the edges of Jackson Park should, when reasonable, respond to the park needs of the immediate community.

The Driver in Jackson Park Automobile routes along or through park areas and certainly along Lake Michigan waterfront have scenic value for the driver and his passengers. Chicago's north and south Lake Shore Drives are oriented to such views of Lake Michigan waterfront scenery. Jackson Park's mile-and-one-half length along Lake Michigan constitutes about 8% of the Lake Shore Drive length. If the parkway through Jackson Park had no view of the lakefront, over 90% of the remaining Lake Shore Drive still does. It might be well to state that the intent of a lakeshore drive through Jackson Park should be to properly resolve the blending of the southern extremity of Lake Shore Drive with the community area that it serves without the necessity of having to view the lakeside or any portion of Jackson Park itself. If the continuation of Lake Shore Drive is accommodated in Jackson Park, the goal would be to reduce to the utmost extent the detrimental noise and sight impact upon established uses of the park, and to replace with land in kind to match the impact zone* area within the park.

The local driver should approach the park, park his car at the edge of a chosen location, and proceed on foot, bicycle, horse, or other appropriate device throughout the park.

The Community Jackson Park is surrounded by several diversified residential neighborhoods. Historically, these neighborhoods have oriented to Washington Park, Jackson Park and Lake Michigan. The alignment of Garfield Boulevard, 71st Street and Cottage Grove, serve to define the general boundaries of the neighborhood zones herein described.

The neighborhood to the north, commonly referred to as the Hyde Park-Kenwood area, very fortunately borders Burnham Park to the east and Jackson Park to the south. It is this access or possible access to the park scene that inspires this community to demand a better "park." The broad neighborhood cross-section of urban renewal housing, rehabilitation of existing housing, medium income and the lack of neighborhood parks accounts for

* Impact Zone - The area that it takes to effectively adjust an established park use to the detrimental noise and sight conditions of a roadway. (See page 21)

the existing recreational demands on Jackson Park. Land acquisition within this neighborhood zone for neighborhood needs, is essential for a better Jackson Park and to adequately satisfy recreation needs.

Adjacent to Hyde Park-Kenwood on the south is the University of Chicago. The University campus has developed over the years along the Midway Plaissance, an open space zone, which connects Washington Park and Jackson Park. It is a strong institutional contribution to the park structure from Lake Michigan to Washington Park. The University does not exert a great use demand upon Jackson Park or the Midway specifically, but it could limit the potential of the Midway joining two large parks if future parking blocked the Midway and caused increased Midway traffic patterns.

On Stony Island Avenue along the west edge of the park between 56th Street and 71st Street is a mixture of small commercial establishments, several schools, one a major high school, and a residential neighborhood of apartments in the advance stages of absolescence. Urban renewal, rehabilitation and selectibe land acquisition within this zone would do much to provide for neighborhood and school recreational needs, as well as improved automobile circulation. Such efforts are essential for a better Jackson Park.

South of 67th Street are two additional residential neighborhoods and the South Shore Country Club. The zone between Stony Island Avenue and Jeffery Street is also in need of rehabilitation. Renewal in this area would be an opportunity to improve Stony Island Avenue and 67th Street circulation patterms as well as provide small park areas for neighborhood and school recreation.

The zone east of Jeffery Avenue to South Shore Drive is a combination of single family residential and some high rise apartments. Income level ranges are from middle to upper middle. Recreational demands on the park are not as significant as the other areas. However, unless the adjacent neighborhoods are improved, it is very likely that this neighborhood will change in degree of building quality and income, exerting additional neighborhood recreational demands on Jackson Park.

For the neighborhoods south of 67th Street, there is no opportunity for immediate access to Jackson Park because of the golf course location. If some portion of the golf course can be appropriately modified to allow better pedestrian access as well as some recreational facilities, some measure of immediate recreation need could be met.

South Shore Country Club and the lake shore itself are undoubtedly stabilizing forces in the adjacent neighborhood, but neither provides a direct recreational facility. The Country Club would be a valuable asset as a park contiguous to Jackson Park and the community. If ever available, it could take the place of contemplated lake-fill.

In brief, Jackson Park serves the community with direct facilities. But these recreational facilities are not enough for the large area it serves. The Park should be supplemented by land acquisition within the community. This relief would allow Jackson Park to better support the neighborhood park demands, and satisfy the metropolitan park demands that exist today and will increase over the years.

Transportation

Source of Traffic Data Used in Appraisal Traffic data used in this appraisal are taken from the Chicago Area Transportation Study (CATS). This study represents the only orderly, disciplined approach to transportation analysis in the Chicago area. Since the CATS data have been accepted by the governmental agencies at city, county, and state levels as a basis for much of their transportation planning, we have based our analysis of the Jackson Park problem on the same data.

Specific CATS Forecasts Forecasts for 1975 indicate that at a point immediately north of 55th Street, there will be 5,400 cars northbound and 1,200 cars southbound in the morning peak hour; 4,700 southbound and 2,500 northbound in the evening peak hour. By 1985, these volumes will increase twenty per cent.

Assumptions of CATS Forecasts When CATS estimated 85,000 cars a day on the Drive in 1985, it assumed the following: 1. A north-south expressway near Cicero Avenue, and another near California Avenue plus an east-west expressway near 68th Street would divert cross-town movement away from Lake Shore Drive. 2. Dan Ryan Expressway would be completed.

3. Transit would exist in the median of the Dan Ryan Expressway. 4. Major north-south thoroughfares paralleling the Drive would be intensively used (volumes of 15,000 to 25,000 a day).

Meeting the Need Through Public Transportation The CAT's forecasts of traffic on Lake Shore Drive contemplated a rapid transit line in the Dan Ryan Expressway. Thus, it assumed the continuation of the Jackson Park "El" line, the extension of rapid transit southward in Dan Ryan, plus the existing commuter service by Illinois Central railroad.

This is not a case in which one is forced to theorize as to what would happen to automobile traffic if a rapid transit line were provided. The Jackson Park and I.C.R.R. lines are there, yet 50,000 to 60,000 cars per day are using South Lake Shore Drive in spite of critical delays caused by current reconstruction on the Drive.

The Chicago Transit Authority bus service in the Jackson Park vicinity and to the Loop seems to be very adequate in terms of frequency and service. Concurrent with study and improvements of rapid transit should be one on bus service. It is quite possible that improved express service to and from the Loop could reduce the use of the private automobile.

With growth and increasing activity in the Chicago metropolitan area, it is evident that both the mass-transit and highway systems are essential to provide adequate transportation.

Previous Solutions Recorded on adjoining diagrams are some of the more significant transportation alternatives to the Jackson Park problem. We make note of these proposals to illustrate that they have received consideration, and, also to permit comparison with the proposals within this report.

Route Zones (See Diagrams) There are three major route zones in accommodating vehicular transportation needs for the Jackson Park problem. They are: A. West of Jackson Park 1. Utilizing existing street patterns. 2. New routes using South Parkway, Cottage Grove, or over the I.C.R.R. alignments. B. Through Jackson Park 1. Improved existing Lake Shore Drive alignment. 2. South of museum and parallel to Stony Island alignment. 3. North of museum and parallel to Stony Island alignment. C. East of Jackson Park 1. Land-fill and new park. 2. Causeway.

Transportation route zones through Jackson Park are discussed in Section II: Possible Park Solutions.

A by-pass east or west of the park would be for the purpose of diverting all traffic out of the park. If a west by-pass is considered, it must perform the function now being performed by Lake Shore Drive plus the function of the street which it replaces. There are several possibilities. A. If the by-pass utilizes existing north-south streets originating at the Loop (see diagram) it is estimated that 60% of the traffic projected for Lake Shore Drive could be diverted if some sort of powerful barrier precludes the use of the Drive. This will require saturation traffic loads on Indiana, Michigan, State, South Parkway, the drives through Washington Park, Cottage Grove, and Stony Island. These intense loads requiring widening and curb parking restrictions could have serious impact on the use of land abutting the thoroughfares. The level of traffic service would be poor.

Considering the city-wide interest in neighborhood conservation, renewal, accident reduction, and transportation, the concentration of traffic on surface streets does not appear to be an acceptable alternative.

If the by-pass is placed on either South Park or Cottage Grove, this will mean approximately a righ-of-way a full block wide and interchanges at half-mile or one-mile intervals. B. Cottage Grove Alignment - A route along Cottage Grove Avenue would extend from Lake Shore Drive at 39th Street to Stony Island Avenue at 79th Street. It would be regrettable to lose the cahrm of Drexel Boulevard, to take a section of Washington Park, to take some reasonably substantial commercial establishments, and a number of residential units. C. South Parkway Alignment - A route along South Park would extend from Lake Shore Drive at 39th Street to Stony Island Avenue at 70th Street. It would cause the destruction of a number of business establishments, small and moderately large; it would dislocate hundreds, if not thousands, of people and it would take a substantial piece of

Washinton Park. D. Over the I.C.R.R. Alignment - A route could be developed from Lake Shore Drive at 47th Street to Stony Island Avenue at 73rd Street. From 73rd Street to approximately 53rd Street it could be above the B&O and I.C.R.R. tracks, and from 53rd Street to 47th Street on the recently-cleared property east of Lake Park Avenue. Where the structure is above the electrified railway tracks, the vehicular roadway would be 40 to 50 feet above ground level. This would require ramps 1,000 feet or more in length, and considerable ground acquisition.

To avoid ramps, it is possible that the structure carry only "through traffic", 1.e., vehicles moving from 47th Street to 73rd Street without intervening stops. Traffic destined to the intervening area would still be accommodated by Lake Shore Drive and some facility in Jackson Park, which is a violation of the opening assumption.

It is our opinion that without a more comprehensive transportation analysis of a west by-pass, to recommend any of these route alignments would be presumptious.

If an east by-pass is considered, it must occur in Lake Michigan. This can be accomplished by land fill and new park area and/or a causeway. There are several possibilities. A. By-Pass to 67th Street - A roadway could be built from 55th Street to 67th Street. Such a project would have to include a major roadway through the south edge of the park to connect back to Stony Island Avenue. B. By-Pass to 79th Street - Such a location would affect South Shore Country Club and Rainbow Park. It would require a major connection extending through the neighborhood to Stony Island Avenue somewhere in the vicinity of 79th Street. C. By-Pass to Indiana - The building of a new road all the way to Indiana would create a totally different kind of facility. This alignment would invite inter-city and interstate travel. As previously stated, Lake Shore Drive serves almost exclusively Chicago citizens. Therefore, this by-pass very likely would leave unsolved the existing Jackson Park problem.

It is our opinion that an east by-pass is not beneficial to Jackson Park specifically, and to the lakefront potential of Chicago in general.

Impact Zone and Special Roadway Design There are two aspects regarding the definition of a roadway impact zone. One is the distance on either side of a roadway that noise of traffic, sight of traffic and traffic as a barrier is excessively detrimental to the uses on either side. The other aspect is the distance on each side of a roadway that is necessary to solve the detrimental impact of noise, sight and barrier to the particular adjacent uses.

For a park the detrimental impact is real, and, although solvable, it takes away substantial park acreage or it costs a substantial premium for a special roadway design. The difficult task at this time is in determining more specifically what detrimental impact is, and specific research in this area is needed. This study could not adequately study this problem in depth and not much research material on this subject could be found. However, the following drawings represent our brief summary of general impact dimensions and design resolutions.

In brief: a. The affectiveness of any park use is reduced in some measure by traffic. However, the degree will vary with the relative demand for quietness and physical unity. b. Noise and barrier are the most difficult factors to resolve. Visual impact will be resolved if the noise impact is resolved. c. Depressed routes or parallel earth parapets may not be a significant noise barrier. However, if depressed route is covered, then detrimental traffic noise is, of course, reduced to its lowest level. d. A great advantage for depressed routes or the build-up of earth mounds at its edges is the preparation made for gentle pedestrian overpasses. e. Plant materials are potentially the most effective device for reducing noise level. Multiple screening strips are likely to be more effective than one broad screening strip. Careful handling of plant materials can do much to alleviate noise impact.

C. Park Land Expansion Potentials

Community Area Park Expansion Community land acquisition cannot add large contiguous land areas to Jackson Park. In fact, it might very well be that Jackson Park as an urban park of its type, is as large as it can possibly be without being excessively compartmentalized. One can witness the struggle for unity even now.

Aside from a few small possibilities on its immediate edge, the future relief for the demands on Jackson Park are in small community park packages. Carefully located in the midst of neighborhoods, the small park can feature convenience for spontaneous community recreation which no large park can really offer.

Priority of use for such parks is recreation, active more than passive. Natural areas are not possible to foster within communities, and water-oriented sports are obviously unique but limited features of the lakeshore. It points out again the important contribution inherent in the nature of Jackson Park.

Another aspect of a community park is that its potential beauty can contribute to the stability of other uses. The University of Chicago has the potential of contributing a great deal in this way, as well as directly contributing to passive recreation opportunities (shaded avenues, plazas, walks, etc.).

Two zones of park expansions can be identified and are illustrated on the follwing page; 1. An area immediately surrounding Jackson Park offering potentials for a sense of direct expansion into the community. Examples: School oriented park/playground; shopping or parking oriented park/plazas. Potential magnitude: from 10 to 15 acres maximum. 2. A large zone of the community which could piece new, small park packages together in an extensive system of community order.

Lake Michigan Land-Fill Potential The potential of land-fill in Lake Michigan has inspired Chicagoans for many decades as is evidenced by the numerous imaginative proposals made in the past. Discussion of land-fill in this report is primarily oriented to its potential impact on Jackson Park. General comprehensive land-fill concepts introduced thereby are secondary.

Historically, two basic types of land-fill have been considered; 1) a peninsula type extension, and 2) an off-shore land area. Each can be dealt with on a limited scale and on a comprehensive scale. The off-shore island is probably the more limitless in scope.

In this brief look, it appears that frequent and comprehensive peninsula development could seriously impair the natural action and continuity of the lakeshore, as well as limit future use of off-shore water areas. Off-shore land areas can allow free flow of natural water action, the retention of which may be critical to filtration plants and other such established uses.

However, the future of Jackson Park involves aspects of both land-fill concepts. Early stages of park expansion would be direct, but limited extension of the beach areas. Later stages of development would be a factor of comprehensive configuration of off-shore islands. It would be a mistake to extend Jackson Park into the lake in a peninsula form. The leapfrogging of park uses would be unreasonably difficult to resolve, and large, contiguous land additions to Jackson Park may not be greatly advantageous.

It would also be unwise to develop small (the size of Jackson Park) off-shore islands and/or auto causeways in direct expansion and/or bypass of Jackson Park. Such efforts, though possibly helpful to the immediate future, could very well destroy more basic and more comprehensive solutions to recreation needs.

For automobiles to reach such off-shore recreation land areas, single, direct causeways would be best where the park is a true destination point. Broad, loop-type access routes may become community by-pass routes as well, introducing unforeseen patterns of traffic flow.

Off-shore land-fill offers exciting opportunities for close-in natural areas and certain recreation facilities. Uses might be a combination of: 1. Natural Areas, nature study, information centers, lagoons and forest preserves. 2. Beaches, in conjunction with recreation, parking and/or transportation facilities. 3. Marinas, restaurants, observatories, historical centers, parking and/or transportation facilities. 4. Recreation, supporting natural area, beaches, marinas, and picnic areas.

Automobile access to major off-shore recreation areas should not occur directly from the immediate vicinity of Jackson Park (55th Street or 67th Street). Any improved fabric of auto access to Jackson Park should remain solely for that purpose.

Access to such major land-fill recreation areas should occur some distance north and/or south of Jackson Park, i.e., Oakwood Boulevard or 47th Street on the north, and 76th Street or 79th Street on the south.

II. POSSIBLE PARK SOLUTIONS

Intent

The purpose of this effort is to illustrate and evaluate the impact upon Jackson Park in accommodating i. an increasing need for community recreation and general park space, 2. an increasing need for metropolitan recreation and general park space, and 3. increased transportation efficiency through and/or aroung the park itself.

It is quite clear that a larger park area through lake fill or community land acquisition would be beneficial to any solution. This section, however, focuses upon Jackson Park as it is today with the mention of land fill or land acquisition occurring mainly when it directly benefits present use patterns. As discussed earlier, strategic land fill can provide the future raw land to meet the demands for more "Jackson Parks."

Following is a detailed description of four basic Jackson Park plans and respective automobile circulation schemes. After considerable study of various plans, the park plan alternatives illustrated herein primarily orient to how the park can best function when imporved quality and capacity are sought and if various automobile circulation patterns are assumed.

Three basic auto circulation alternatives help to describe the different park plan possibilities: A. that a western by-pass of the park would occur allowing the park to be essentially free of traffic, B. that the park would accommodate through movement of automobile circulation, and C. that an eastern by-pass built into Lake Michigan would occur allowing the park to be essentially free of traffic.

Each scheme illustrated is felt to be a good park plan for Jackson Park. Any park/traffic conflicts are overcome to the best possible extent with measures compatible with the park scene.

Based on the three traffic alternatives, four park schemes are described and evaluated: PLAN A assumes that the park is by-passed either to the west into the community(A) or to the east into the lake (C), leaving the park area without through automobile circulation. PLANS B-I, B-II, and B-III all accommodate automobile circulation through the park.

Description of Park Plans (See fold-out maps and illustrations on following pages.)

PLAN A (Jackson Park without through vehicular routes.) It is quite clear that Jackson Park could be immensely improved in terms of efficiency, capacity, and aesthetic quality if Lake Shore Drive, or any other such route, were to by-pass the park. Such by-pass possibilities have been discussed earlier.

All adjustments to improve the present use of the park could essentially be made within the present land area with the only immediate need for land acquisition being limited beach extensions to accommodate a greater choice of park facilities available to beach users.

Lake Shore Drive north of 55th Street would be an approach drive to the park. Another entrance drive would be at the Midway from the west, with access from Stony Island Avenue along the immediate western edge of the park, and access from 67th Street along the south edge of the park.

Vehicular circulation within the park could occur in two basically-different ways. One would be a limited but complete park street system, allowing automobiles destined for park use areas to circulate through the park and find their respective parking points. This system also would allow a family to drive through the park and out again without having to leave their car. The other circulation system would provide for automobiles destined for Jackson Park to be accommodated in parking zones at the edges of the park with some type of rubber-tired train to circulate throughout the park. Otherwise, people would simply walk from the parking zone on the park edge, into and throughout the various areas of park use.

The central core use in the park would continue to be the wooded island, with the open choice of nurturing its natural lagoon-oriented qualities, or adapting it to accomodate some use facilities such as exhibition areas, information centers, etc, but still oriented to the natural scene. The juncture of the midway with Jackson Park would be

the most significant pedestrian entrance to the park, where overall park identity could be most effectively communicated. At this point, the museum is visible and within easy walking distance, or the wooded island and the recreation areas beyond are available to the south, and directly east would be the lakeshore activities, all of which could be reached on foot without crossing a street.

With careful placing of plant materials and earth mounds at the lagoon edges, the recreation areas shown at its edges could occur without detrimental impact upon the quiet atmosphere of the wooded island itself. The three marina areas could remain as is, although some improvement could be made in the southern two marinas by developing the land area between the two as a marina-oriented park. This would call for new marina facilities to be developed there. The small marina near the museum would be phased out of this portion of the park and replaced south of the beach areas.

The existing beach house could be remodeled or replaced in conjunction with an attached two- to three-level parking unit. Coupled with the marina facilities immediately to the south , this area could become a unified complex of water-oriented park facilities.

The golf course is shown as a redeveloped nine-hole course (with two sets of tees, and possible an occasional double set of greens to allow a variable eighteen to be played, by playing the nine-hole course twice in sequence). This would allow the park area between Jeffery Avenue and South Shore Drive to be developed from what is now part of the golf course, into general neighborhood recreation facilities. It is at this point that a field house could be considered in the park or immediately south of 67th Street on a newly-acquired park block.

It is conceivable that the elevated station at 63rd Street and Stony Island Avenue could be redeveloped and extended into the park both as an overpass of Stony Island Avenue, and as an entrance into the park. This would be especially beneficial to the availability of recreation areas along Stony Island Avenue to the Hyde Park High School.

Bridle paths and pedestrian paths could obviously be made much more unified and complete than they are today, as indicated in the plan and illustrations.

Although land fill or community land acquisition is not essential to this particular scheme, it does not preclude the fact that land fill along the shore - even on a limited basis - would add another measure of improvement to the beach uses. The small marina near the museum should be replaced near the other two marinas. The three beaches could then have improved back-up parks without interfering with the main Jackson Park use areas.

It appears that if through vehicular circulation could be phased out of Jackson Park, there would not only be a gain in acres of asphalt converted to park areas, but much more importantly, there would be new opportunities for fresh, unique patterns of efficient and attractive park use. The greatest gain would be in greater park unity through a strong circulation pattern in uninterrupted and distinct foot, bridle and bicycle route zones.

The scheme illustrated herein is a good suggestion of these potentials, but they are undoubtedly greater than can be communicated in this report.

PLAN B-I This scheme allows the vehicular traffic on Lake Shore Drive to continue through Jackson Park on basically one major leg, three lanes in each direction extending from 55th Street to 67th Street at Stony Island Avenue. Tow minor lead-ins occur, one on the north from an interchange north of the museum to connect with the Midway. The other allows Jeffery Avenue and South Shore Drive to connect with this route just to the west marina. These two lead-ins are shown essentially on-surface in the approximate locations and dimensions of existing drives.

The lagoon and wooded island would continue to be the core of Jackson Park, and in this scheme it is shown in its present concept of a quiet natural park scene. Ecological redevelopment would be an important effort in improving this natural park. The south side of the museum would be an integral part of the park with a possible expansion of exhibitions or museum-like uses between the present small marina and the museum itself. The small marina should be converted to park use and replaced to the south.

Recreation, in terms of active sports on open lawns, would be retained as presently developed to the south and west of the lagoon area.

The golf course could be redesigned into a nine-hole course, allowing the portion east of Jeffery Avenue to accommodate playfields, tennis courts and other recreation-oriented uses.

The marinas remain as is, with vehicular access provided by the extension of Jeffery Avenue which would terminate at the beach house facilities. The beach house and marina complexes could compose into a single, more unified group of water-oriented uses.

A minimum of three broad pedestrian overpass areas would allow footpaths, bridle paths and, in some cases, bicycle paths to interconnect the various Jackson Park areas, as well as up and down the respective north and south shores. Proper overpass design should allow for bridle paths to be of an earth surface to complete the integrity of the path system. (see overpass illustrations.)

Land fill into Lake Michigan would be important to this scheme. The interchange shown northeast of the museum would be semi-depressed with rolling slopes built up on the edges and planted with shade trees. Lake fill would be essential at this point to expand the beaches and to allow the interchange to be made compatible with the park scene. (See illustration)

The two main beaches are shown extended into the lake, in order to achieve the proper back-up park for beach use. Here is shown some limited lawn area for appropriate sports along with a shaded park belt for picnics as well as being a retreat from a hot beach. Tennis courts could well be considered for this area. A city bus route is indicated in back of this park (no automobiles) and paralleling this is a promenade for walking and horseback riding which leads directly to Burhham Park and the north shore.

The principal entrance to the park should be identified at the junction with the Midway Plaissance. If parking concentrations in multi-level structures could be located to the north and/or the south of the midway just west of Stony Island Avenue, interconnecting elevated plazas could be devices for crossing Stony Island Avenue and descending into the park without disruption from the community traffic at this point. Two other important entrance areas would be at the junction of 63rd Street where the elevated stations could be remodeled to allow a generous overpass with Stony Island Avenue from this point into the park, in conjunction with an expanded high school building program, and at Jeffery Avenue where access to the marinas, beach facilities, and golf course would be identified.

The single routing through the park is especially designed to blend with park uses along the way. It is only in direct relationship to these design criteria that we could propose this route through Jackson Park.

An important factor regarding the location of this route, is that it occurs where the existing park naturally divides into two different kinds of park. To the east of this route lie all water-oriented facilities and activities -- the beaches, the marinas, and the effective views out upon Lake Michigan's horizon. To the west of the route lies the major portion of the park,which historically has had only a minor relationship to Lake Michigan. This portion of the park as can be seen in the plan is retained essentially as it is today, with the important opportunities for relating more directly with the community unaltered by an major vehicular route.

The major portion of the route is slightly depressed and built into a bank on its west edge. This bank would not only protect the inner park from automobile noise and fumes, but also would allow pedestrian overpasses ot occur in broad, easy spans between the Lake Michigan park area and the inland park area.

The interchange at 55th Street benefits Jackson Park in this shceme by eliminating a direct connection within the park to the Midway. However, the Urban Renewal commitments to the federal government, the community, and traffic volumes moving through the community on existing surface streets indicates that an interchange at 57th Street does not seriously compromise Jackson Park, and greatly benefits the community. (See Recommendations)

PLAN B-II This plan considers the development of Jackson Park in relationship to the originally-recommended and partially-built circulation route of Cornell Drive. It is assumed that no ramp is necessary at 55th Street, and that the east leg, hooking up with Jeffery Avenue and South Shore Drive, is a permanent four-lane vehicular route. Roadway design modification would be desirable.

The auto circulation system is composed of two basic traffic legs, splitting off from the eight-lane Lake Shore Drive in an interchange just southeast of the museum with six lanes moving west to the Midway Plaissance and then south paralleling Stony Island Avenue to 67th Street and the east leg of four lanes continuing along the shore in its

present alignment to Jeffery Avenue and South Shore Drive.

The most critical area in the development of the park would be in achieving unity between the juncture of the Midway Plaissance at Stony Island Avenue, the museum, and the wooded island lagoon area. To do this best from a park-use point of view, the new six-lane drive should be a completely depressed one over which the park could continue at its present grade. However, in this particular portion of the drive, two immediately-adjacent sharp turns occur from which automobiles exit and enter (the midway, the museums and the east leg of Lake Shore Drive). At best, it would be a disconcerting, dangerous and complex tunnelization. A more reasonable solution is indicated through the combinations of broad park surface overpasses and a semi-depressed drive.

The wooded island lagoon area could in essence be retained though highly-modified if its quiet characteristic is to be protected. The west lagoon is shown essentially filled so that the park drive can be properly adjusted to a semi-depressed grade as well as to screen off sight and sound. The north portion of the lagoon area would have to be changed considerably to adjust to the routing and to preserve a sense of unity with the museum. The small marina is shown removed to allow proper adjustments of the interchange with the park scene. The west lagoon has now shifted into being a center for the natural park. It is conceivable that the west lagoon could be developed either in a natural manner with buffer areas on all sides, or it could be developed as simply an aesthetic setting for increased open-lawn type of recreation areas around the edges.

The continuity of footpaths and bridle paths can be accomplished with overpasses at key points. These are shown located in the following areas: a generous overpass that would interconnect the midway with the museum and the lagoon park; one in the vicinity of the present channel to the small marina; one in the vicinity of the existing beach house; and, one at 63rd Street and Stony Island Avenue, which would interconnect the park, the high school, and the elevated station. Although an overpass in the museum area interconnecting it with the lagoon park could do much to help unify these two major park uses, it would be well in this scheme to recognize that the museum environment is an essentially distinct entity from that of Jackson Park.

The golf course, redeveloped as a more efficient nine-hole course continues to be an option in this plan, but with a good deal more flexibility in its rearrangement to the north than in the B-I scheme. The marina facilities near the Columbian statue as well as the golf club house could be relocated in order to decrease the penetration of the automobile into this portion of the park. Such a plan would leave a major portion of Jackson Park free of traffic and with the overpasses could effectively interconnect other portions of the park and the community itself.

PLAN B-III This plan is similar in concept to Plan B-II, the major difference being a north by-pass of the museum rather than a route location between the museum and the wooded island area. The principal advantage is that it allows the museum area to continue its direct relationship with the Jackson Park area to the south and, in fact, become a much more integral part of the entire park as was once the case in the Columbian Exposition. This route alignment also eases the pedestrian overpass of unifying the midway with Jackson Park through upper level pedestrian plazas, as indicated on the plan illustrating this concept. Other overpass areas are at 63rd Street and Stony Island Avenue, the existing beach house area, the channel area between the two beaches, and conceivably the direct access to the 56th Street beach from an underground parking facility immediately north of the musuem.

The major difficulty with the particular route alignment is the sequence of abrupt direction changes at the very point where access to a museum parking facility would be most desirable. It would be excessively complex to handle access to a parking structure in a series of ramps so that signalization would probably be necessary to enter the museum. As indicated before, the abrupt changes of direction meeting points of egress in a limited area such as this would make complete submerging of the route complex and even slight roadway depressions difficult.

It is quite evident, however, that this scheme could be an exciting way of allowing 70% of the Jackson Park acreage to be held intact with key overpass locations to interconnect with the midway, the community, the marinas, and the beaches.

GENERAL POINTS COMMON TO ALL SCHEMES As is common to all of the schemes described in this section, there is the need to develop better back-up parks for the two major beaches in Jackson Park. This should consist of limited meadow-type areas for spontaneous games and sports, shaded park areas for picnic use, and an attractive promenade that would run parallel to the beaches and interconnect with the North Shore and South Shore walkway systems. This promenade could contain projected decks allowing pedestrians to participate more directly in the beach environment. It could contain parallel bridle paths and it should interconnect directly with other parks and park areas along the shore.

In each case, the Burnham Park promontory at the end of the 55th Street should be made larger in a southward connection with Jackson Park. At the moment, the continuity between Jackson Park and Burnham Park is lost and if regained would be a great improvement in unifying the North Shore Park areas with Jackson Park.

Though not mentioned before in the description of these schemes, common to all has been the retention of the small peninsula containing La Rabida Hospital. Although it is not detrimental to the park scene, it does usurp nearly 2,000 lineal feet of shore. The future should see it phased out as a function. It would be well to simplify the automobile approach to La Rabida and to the marina by eliminating one of the two roads which enter it and converting the gained area into matching lawn surface. The promontory on this peninsula is an inviting point for watching the boats and the lake. A more generous, more accommodating overlook concept would enhance this unique point.

The 67th Street beach lies immediately to the south of the main marina channel which is basically a poor location for a beach due to prevailing northerly winds and shore currents potentially contaminating the beach. As a minor beach it can remain (with the sand shore needing much improvement), but it should not be expanded.

In any scheme, it appears that the small marina and its service channel between the 57th Street and 63rd Street beaches should be phased out with the marina relocated to the south in conjunction with the other marinas. This is basically due to its deep penetration into Jackson Park causing undue inflexibility of park use/roadway configuration and also due to the incompatibility of motor launches passing just to the north of the 63rd Street beach.

As is apparent, the Nike base is absolutely incompatible with all park uses, and we are in agreement with the stated policy* to relocate such facilities to more appropriate locations. It is assumed in all schemes studied herein, that it has been removed.

Common to all schemes is the desire to allow the high school to more-effectively use Jackson Park recreation areas. Although more recreation space could be acquired for the school west of Stony Island Avenue, it is unlikely that the traditional relationship with Jackson Park could be replaced. Therefore, if in the process of expanding the school building, a southward extension could bring the building closer to 63rd Street, then a second level exit from the building could continue directly over Stony Island Avenue and down into the park, joining the school with athletic areas. Such an overpass could be accomplished in conjunction with a 63rd Street elevated station overpass of Stony Island Avenue.

Common to all the B-schemes (but not necessarily applicable to Plan A) is the need to broaden Stony Island Avenue south of 67th Street to meet the wider right-of-way at 70th Street. This land acquisition is essential to the proper intersecting patterns of Stony Island Avenue with 67th Street and the Park Drive.

Common to all schemes, it is necessary in the area of Stony Island Avenue and 67th Street to shift Marquette Avenue traffic more effectively to 67th Street. As far as the park is concerned, it is best done west of Stony Island Avenue, but it could also be accomplished by cutting across the southwest corner of Jackson Park.

In the process of improving this critical automobile intersection area, it is important to consider acquisition of adequate land to assure a continuing park image at this southern entrance to Jackson Park.

Overpasses-Underpasses Properly designed underpasses/overpasses for pedestrians are the key to any park scheme which accomodates Lake Shore Drive. It is the only way that the barrier effect of a traffic route can be alleviated.

* Development Policies for the Chicago Lakefront - Prepared for submission to the Chicago Plan Commission by the Department of Development and Planning.

But to be successful, the underpass or overpass must be in the path of normal foot circulation, be broad enough to be inviting and be approached gently enough to make it simple to traverse.

For the Jackson Park situation, all major pedestrian crossings should be above the roadway, allowing the many directions of vista to remain open to view. The overpass in nearly every instance gains an effective over view of Lake Michigan or an important part of the Park.

Drawing 40, on the following page, illustrates some minimum dimensions for overpasses and underpasses. These minimum dimensions begin to express the broad scale of the park areas which they must join. A desirable width for a major park overpass would be 100'. It is wide enough to introduce soil and plant materials in adequate dimensions on each side, encouraging views to focus to the other side of the overpass rather than sideways onto the roadway. If attention is diverted away from the roadway below, there would be less refuse dropped from an overpass.

III. RECOMMENDATIONS

For the purposes of clarity, these recommendations form into three sections: A. Long-Range Development Concept for Jackson Park. B. Initial Park Improvement. C. Continuing Study.

The first section describes the overall development concept as it should be developed in the long-range future. The second section is a description of early efforts. The last section describes important relationships with Lake Michigan land fill towards a long-range provision for more recreation lands.

A. Long-Range Development Concept for Jackson Park An overall development concept which expresses a full resolution of park uses and their relationship to the people who use it, the lakeshore, the community, the driver and to transportation methods, including the automobile.

Major Park Uses Because of the inherent diversity of Jackson Park, it is recommended to nurture this quality and conceive of Jackson Park as a "park-of-parks." Therefore, the plan described herein identifies zonal areas of Jackson Park as park packages, each having its own particular characteristics and its own particular cross-section of uses.(See plan.)

Develop these park packages as follows: 1. The Buffer Park - This is a largely existing, narrow, heavily-wooded circulation route along the edge of the park extending from Burnham Park area past 55th Street, along the north of the museum, the west of the museum, under the midway plaza, along Stony Island Avenue to Marquette Avenue, over a depressed lakeshore drive, and along the south edge of the golf course. It is a park area that could remain much as it is today, with gentle mounds of raised earth, with shade trees covering bridle paths and pedestrian walkways. 2. The Museum Park - The fact that the museum is in a park should be exploited with special programs of exterior display operations. This exterior use area could be culturally-oriented as well; such as music programs, art fairs, and other such fair-weather activities. The museum park should expand to the southeast, taking in the small water area (existing marina) as part of that program. 3. The Midway Plaza Park - Develop an urban deck park in appropriate scale befitting this area's relationship to the Midway, the museum and the lagoons. Its development should pass over Stony Island Avenue and the midway surface streets into Jackson Park and open under the Illinois Central Rail Road to the Midway Plaissance.
4. Entrance Park - Develop a transition park, including the north tip of the wooded island which effectively unifies the museum, the lagoon park, and the Lake Michigan park. Its area could remain in its present character as a natural portion of Jackson Park, or it could appropriately become a more highly-developed symbolic natural area. It may differ in development character from the lagoon areas immediately to the south.
5. The Lagoon Park - Retain and improve this natural, quiet park, and expand it eastward to include the area east of the east lagoon. Here the eastern shore edge of the east lagoon should be manipulated to meet more naturally with meadow areas as part of an improved naturalized cross-section. 6. Lake Michigan Park - Develop direct access by way of broad pedestrian overpasses of Lake Shore Drive to connect the previously described

park areas with the entire shore of Lake Michigan and all that it means in activities ... bridle paths along the shore, promenade walking, the beaches and the marina activities. a. Shore Park - This is a fairly-narrow strip of land between Lake Shore Drive and the lakeshore edge which would provide for people on foot or on horseback to circulate along the shore of Lake Michigan. Extend the shore as necessary in accordance with the design illustrations. Develop frequent, broad overpasses of Lake Shore Drive into neighborhoods along the shore. b.Beach Park - Develop an expanded beach park area to offer a greater choice to people who want to spend a day at the beach. This idea should place immediately behind the activity areas of the sand beach, shaded areas and open lawns for picnic and open-lawn sports. Immediately behind this and possibly somewhat higher than the beach itself should be a shaded promenade along which people would walk along or sit to observe the beach activities and the lake scene in general. From this promenade may project deck-like platforms providing access to the beach, or simply allow onlookers to be more a part of the beach environment. Backing this up should be a parallel strip of both shaded and open stretches of bridle path, and backing up all of this would be the planting which parallels the semi-depressed lakeshore drive.

The 67th Street beach is shown on the plan as being improved enough to provide for a better sand approach into the water, but it is not suggested to expand this particular beach. It would be better to expand the upper two beaches. c. The Marina Park- Develop a closely-knit complex of marinas to exploit the nautical flavor of sailboats, motor launches, docks and restaurants. The marina facility on the west shore of the west harbor is shown relocated on the center peninsula, along with the relocation of the very small marina into what is termed a marina park. It places all marina facilities at the south of the beaches, thereby avoiding the possibility of contamination from marina concentrations being pushed upon the beach by the prevailing northerly winds. d. The Recreation Parks - Develop a recreation park south of the lagoons to provide for ball fields, lawn sports, tennis courts, and other active sports. It is especially adaptable to high school use, especially in view of the potential that pedestrian overpasses could occur over Stony Island Avenue. The park should also be available to those having a picnic day in the park, or a swimming day at the beach, if they so choose.

Develop another recreation park as shown between Jeffery Avenue and South Lake Shore Drive, just north of 67th Street. It is now in use as a part of the golf course, but should be converted to general recreation fields, as well as controlled golf practice areas. A field house could suitably be located in this portion of Jackson Park, but preferably a fieldhouse might best be located on a newly-acquired open block immediately to the south of 67th Street. Such a plan would nurture the relationship that this neighborhood should have with this particular recreation park. e. The Golf Course- Develop the existing eighteen-hole course into a nine-hole course, readjusted to have a better-balanced variety of holes, with a reloaction of the clubhouse to the vicinity of Jeffery Avenue and 67th Street. The possibilities of two sets of tees with an occasional double set of greens would provide for an interesting eighteen-hole by playing the nine-holes twice in succession. f. Lake Michigan Land Fill- It is considered essential to this scheme that the 57th Street beach be uniformly extended for approximately 600 feet, or a total of approximately thirty acres of land fill. Eventually, as indicated in the plan, land fill extensions of the beaches in Jackson Park may reach approximately eighty acres. It appears at this point that land fill extension of Jackson Park should terminate, and any additional land fill areas for park use in the vicinity of Jackson Park become a factor of comprehensive Illinois lake front land fill, rather than a direct extension of Jackson Park. g. Critical Community Land Acquisition - Three zones of the community emerge as critical areas in which land should be sought and purchased for park-related uses. The first zone is the area between 63rd Street and the midway west of Stony Island Avenue. This area is important as it relates to the park in two ways: 1) the proper expansion of the high school could take advantage of the opportunities offered in a 63rd Street overpass of Stony Island Avenue in order to relate the high school more directly with Jackson Park; 2) threre is great gain in developing the Midway and Stony Island Avenue intersection as a major entrance to Jackson Park as it would relate to an upper level pedestrian walkway system connecting with multi-level parking concentrations. These multi-level parking concentrations could be developed to serve both the community and the park.

The second zone is composed of the two-and-one-half blocks along Stony Island Avenue, 67th Street to 69th Street. A broadening of this right-of-way is essential to the proper completion of any comprehensive circulation system in the vicinity of Jackson Park. In the process of redevelopment, additional space should be acquired for neighborhood use and a park-like entrance to Jackson Park from the south.

The third area of the community which provides special opportunities for park expansion, is the south side of 67th Street between Jeffery Avenue and South Shore Drive. Any property gained along this strip for recreation would supplement newly developed recreation in Jackson Park north of 67th Street, and help to integrate the park and the community as a whole.

Major Entrances into the Park Several major entrances to Jackson Park should be identified and developed as such. One is the north approach to Jackson Park itself which is actually in the vicinity of Burnham Park. Here the proper landscape development and signs are to announce the fact that drivers are entering a jamor park area. The interchange northeast of the museum provides access to the 56th Street beach, and leads in to the museum entrance.

Another is the midway plaza area. It is at this point that Jackson Park should be highly developed in the image of a main entrance. One would park an automobile on the park edge and proceed into the park by way of the Midway Plaza. Develop this plaza as an overhead network of walkways and gardens allowing people to walk unhindered by automobile traffic, into the Midway westward, or into the Jackson Park eastward.

Another major entrance is the park area at 63rd Street and Stony Island Avenue. It is at this point that the high school should exploit an overpass opportunity by expanding the school southward, crossing over Stony Island Avenue near 63rd Street and into the recreation area beyond.

The last major entry zones to Jackson Park would be at Jeffery Avenue and South Lake Shore Drive for entering into the marina areas, and arriving at the beach facilities. Parking would be made available at this point and pedestrian access into natural park by way of an overpass is adjacent to this arrival point.

Bridle Paths The bridle paths are shown in complete circuits through the park in conjunction with major foot circulation paths. Develop generous overpasses of Lake Shore Drive to allow the bridle path as an earth surface to be unbroken to reach points along the shore. In this sense, the entire north shore should be made available for the horseback riding use as an extension of Jackson Park facilities.

Foot Circulation Foot traffic is conceived in two basic systems as indicated on the plan. The highest order is the major system of walkway and bridle path routings which basically unifies all areas of Jackson Park. The second order of pedestrian circulation is the system of small paths and walks that are necessary throughout various park areas.

Vehicular Circulation Pattern In the interest of a lakeshore deive north of Jackson Park being more compatible with a park-like scene, develop the drive where possible in accordance with the illustrative section shown. This section illustrates three basic improvement points more generous and more useable lakeshore drive overpasses, a median strip at least 25 feet in width, and less obtrusive lighting fixtures.

Allow South Shore Drive to be routed through Jackson Park in one basic route in accordance with design principles illustrated in the sections. The basic characteristic of this routing is a semi-depressed parkway.

Develop a semi-depressed intersection to the northeast of the museum at 57th Street connecting with a four-lane street running in essentially the same alignment as that existing north and west of the museum, connecting with the midway at Stony Island Avenue.

Develop Cornell Drive, south of the midway, as access to the recreation areas. Convert portions of the existing pavement to several surface parking zones.

Interconnect south circuit drives with the new lakeshore drive just northwest of the west marina harbor. Connections with Jeffery Avenue and South Shore Drive occur along present alignments and gradients.

Connect East Marquette Avenue to 67th Street west of Stony Island Avenue or diagonally across the southwest corner of the park.

Widen Stony Island Avenue from 67th Street to 70th Street to allow the proper blending of Stony Island Avenue with Lake Shore Drive.

Allow Jeffery Avenue to extend into and terminate at the beach park, serving a new marina complex along the way. Promontory Drive to remain as is, with the east road removed and the west road developed as the single entrance to this point.

Parking and Transportation Concentrate automobile parking in multi-level structures according to the approximate zones indicated on the plan. a. In the vicinity of the existing beach house. b. Just north of the museum. c. West of Stony Island Avenue, both north and south of the midway.

At these points of jamor entrance into the park where people have parked their cars and are on foot, provide a miniaturized, electric-powered, rubber-tired transportation conveyance for those desiring such. It constitutes a transitional conveyance between the automobile on the park edge and being on foot in a large park.

Develop several small surface parking areas as shown on the plan, giving ready access to recreation parks, the golf club house, and the marina park.

Schedule public transportation buses into the park, dropping off riders at key points such as the museum, the midway plaza, and the beaches. The buses could be given more freedom of access to the park, especially in a loop along the beaches as shown in the bus route diagram.

The park area at 63rd Street and Stony Island Avenue is recommended to be developed as a major entry point for park use, as it is centrally-located to the prominent uses of Jackson Park, and is serviced by a rapid transit rail line. This zone should be developed (in conjunction with the elevated station) as a direct Stony Island Avenue pverpass interconnecting the high school area with the recreation areas of the park.

B. Initial Park Improvement (See Fold-Out Plan) These recommendations for improvement are common to any of the park plan possibilities previously discussed, as well as the recommended long-range development scheme. In the event that ways and means develop for phasing traffic circulation completely out of Jackson Park, these recommendations for traffic circulation would still be in order as an interim plan.

The park qualities resulting from these improvements are numerous. The wooded island has been identified as an essential element of the park. All improvement is compatible with the long-range development scheme.

The gold course redesign which involves a reduction in capacity of a specific categor of recreation releases 25 acres of land for general recreation, greatly increasing the tota volume use. A nine-hole course developed on the remaining acreage would offer a better balanced and more challenging opportunity. The development of the peninsula between the west and east marina lagoons through the removal of South Shore Drive at this location, increase park use and provides an opportunity for a marina park complex.

Land fill at the 57th Street beach will afford improved beach facilities with necesaary back-up park, as well as provide a more effective connection to Burnham Park and the North Shore Park system.

The alignment and removal of existing park drives will provide an increased and more efficient park plan.

The interchange at 57th Street and the north circuit drive alignment to the newly-constructed Cornell Drive will complete basic circulation routes.

Jackson Park The park improvement recommendations group into definable phases of implementation. Some, dependent one upon the other, and others quite independent. They are as follows: A. Immediate Park improvements necessary to improve park use and traffic utilization due to the presently constructed Cornell Drive alignment. 1. Complete South Lake Shore Drive between 47th Street and 55th Street in accordance with the design principles illustrated in the sections of the Drawing 46. Cost Estimate: Landscape $50,000 - $100,000. 2. Develop a new 57th Street beach on 30 acres of land fill in accordance with the principles set forth in the long-range concept. Concurrently, design must begin for the 57th Street interchange with construction of the interchange to commence as soon

as possible. Cost Estimate: Land fill, $4,000,000 - $6,000,000; Landscape, $450,000 - $100,000; Interchange, $1,250,000 - $1,750,000. 3. Allow the existing four-lane north circuit drive to blend with the presently constructed Cornell Drive and original configurations of the Midway Plaissance Drives, and to connect appropriately with the 57th interchange upon its completion. 4. Begin the renewal of the natural planting along the lagoon between Cornell Drive and the water's edge in accordance with the long-range natural park and buffer park goals. Cost Estimate: Landscape, $50,000 - $100,000. 5. Implement lighting that is more appropriate to the park scene between 47th Street and 57th Street, such as less intensive light source than mercury vapor, lamp post and fixtures which are more in scale with the characteristics of park lighting than expressway lighting.

B. Early completion of the final route in accordance with the design principles set forth in the report. Cost Estimate: Land fill, $4,000,000 -$6,000,000; Landscape, $150,000 - $300,000; Overpasses, $400,000 - $750,000; Route Construction, $4,500,000 - $6,000,000; Relocate Marina, $300,000 - $500,000.

C. Park improvement packages which could occur at any time. 1. Remove all existing park drives that can effectively increase the park use without reducing transportation efficiency such as 63rd Street connection between Cornell Drive to South Lake Shore Drive, and the south circuit drive just north of the lagoon. 2. Improve the Wooded Island as a natural park with new walk alignments, walk paving, shoreline development, planting, etc. Cost Estimate: $50,000 - $150,000. 3. Develop an identifiable main pedestrian circulation network (including the consideration of horseback riding and bicycles) with an effective sign/symbol direction system. Cost Estimate; $200,000 - $500,000. 4. Expand playground recreation for the elementary school north of 56th Street into Jackson Park, removing the portion of 56th Street between Stony Island Avenue and South Cornell Avenue. 5. Develop the existing marina peninsula as the first stage of a new marina park complex. The existing portion of Lake Shore Drive on the peninsula to be redesigned as an access to the peninsula only. Cost Estimate: $1,000,000 - $2,000,000. 6. Develop the golf course area as indicated into a nine-hole course. Marquette Drive must be relocated west of Stony Island Avenue. Upon completion of this design and relocation, develop a new 67th Street recreation park as set forth in the long-range concept. Cost Estimate: $300,000--$500,000. 7. Determine program and development details for construction of the 63rd Street beach house and parking structure. Cost Estimate: $1,000,000 - $2,000,000. 8. Construct the underground parking structure, plaza development and connection to the 57th Street beach north of the museum. Cost Estimate: $2,000,000 - $4,000,000. 9. Construct a parking structure and plaza development at the midway. Cost Estimate: $2,000,000 - $4,000,000. 10. Construct the 63rd Street overpass into the park. Cost Estimate: $300,000 - $500,000.

C. Continuing Study Without a doubt, Lake Michigan land fill is a promising device for the necessary expansion on the broad scale of Chicago Parks. There are special opportunities that seem to emerge which should be pointed out at this time and carefully studied in more comprehensive studies of the Illinois lakeshore. These points are as follows: 1. Direct estensions of the mainland into the lake should be limited in dimension. 2. The basic concept of Lake Michigan land fill should be in terms of off-shore land areas, in order to: a) form protected, inland waterways so as to increase the useability of Lake Michigan water areas; b) to maintain a flow of water currents cleanly along the existing Lake Michigan shore; and c) to encourage new forms of park use and park patterns. 3. Study and consider the following simple,but potentially unifying,land fill concept. a. Develop two major off-shore land areas; one beginning approximately off of Lincoln Park and extending northward for 3-6 miles and called the North Off-Shore Park System and the other major land fill area beginning at about Oakwood Boulevard and extending southward to the vicinity of 79th Street and called the South Off-Shore Park System. b. The remaining shore line of approximately ten miles should be protected as open Lake Michigan water, sustaining the traditional and the historical relationship of Chicago to the open horizon of Lake Michigan.

To illustrate the more detailed potentials of relating an off-shore park system to the respective zone of Chicago, there is an accompanying diagram showing the conceivable relationship of such an idea. Two access points occur to respective peninsulas of land area. The north access point would be off Oakwood Boulevard and the south access point would be at approximately 79th Street. In each case, a causeway, approximately one mile in length, would connect with the land area. The peninsulas would extend southward and northward respectively, to reach a point where the open water between them would center upon the Midway Plaissance.

At this point, new marinas could be introduced centering about a large central body of water which might be called Jackson Park Bay. Two protected "lakes" would be formed to the north and south of such a bay. The remainder of the land area which might consist of 80% of the total land fill, would be developed as general open space recreation and forest preserve areas. Lagoons,such as in Jackson Park at this time, could be developed and could bring about an increased dimension of the natural scene.

Extending inland from Oakwood Boulevard and 79th Street, respectively, might be a park system with park avenues which could loop back into the community in a matching arc, using 79th Street, Chicago Avenue, South Park, and Oakwood Boulevard.

It is a concept which could conceivably bring about a large measure of unity to this large area of South Chicago. It is assumed that similar potentials exist in the north shore area.

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MAP FOLIO

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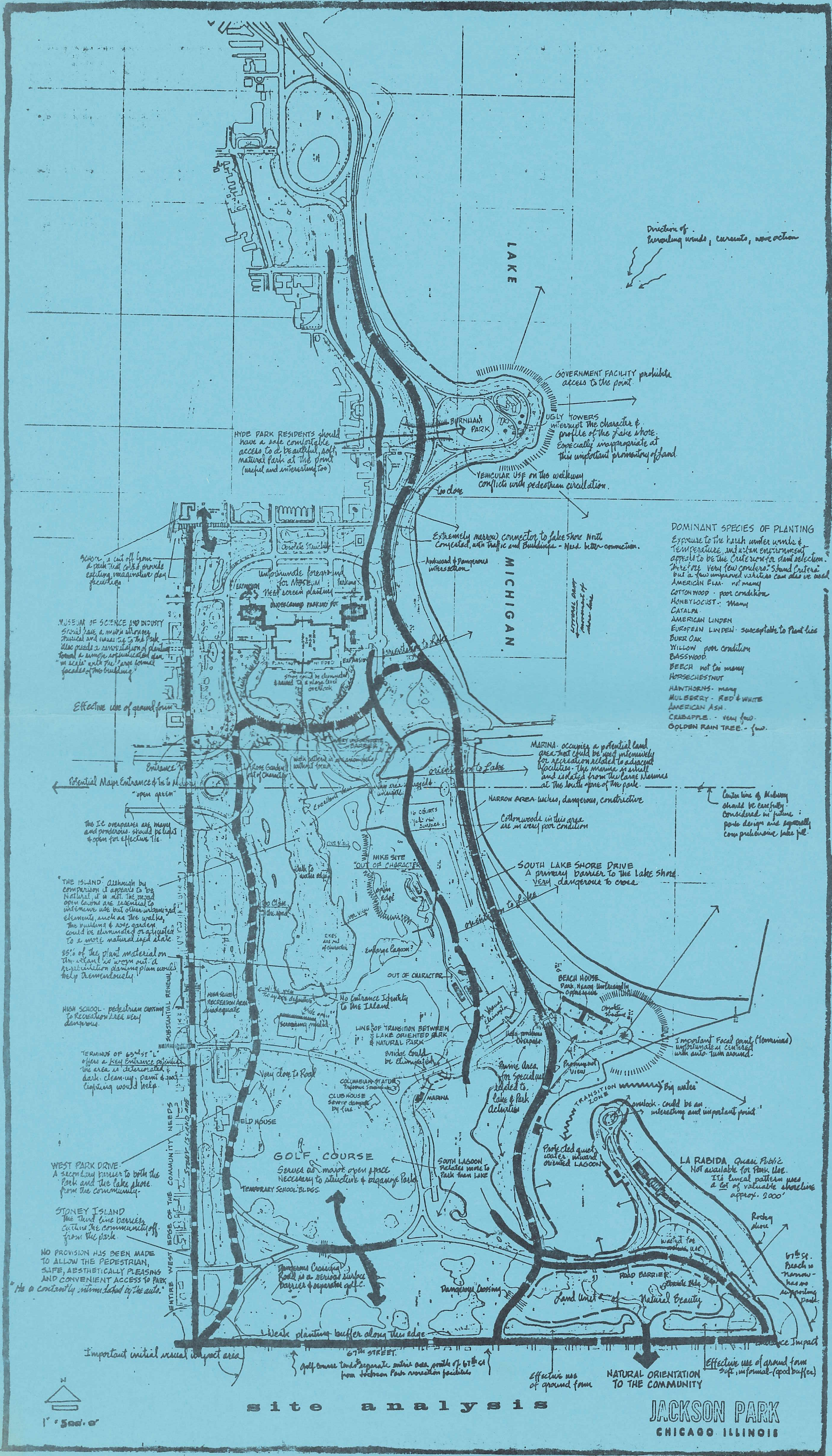

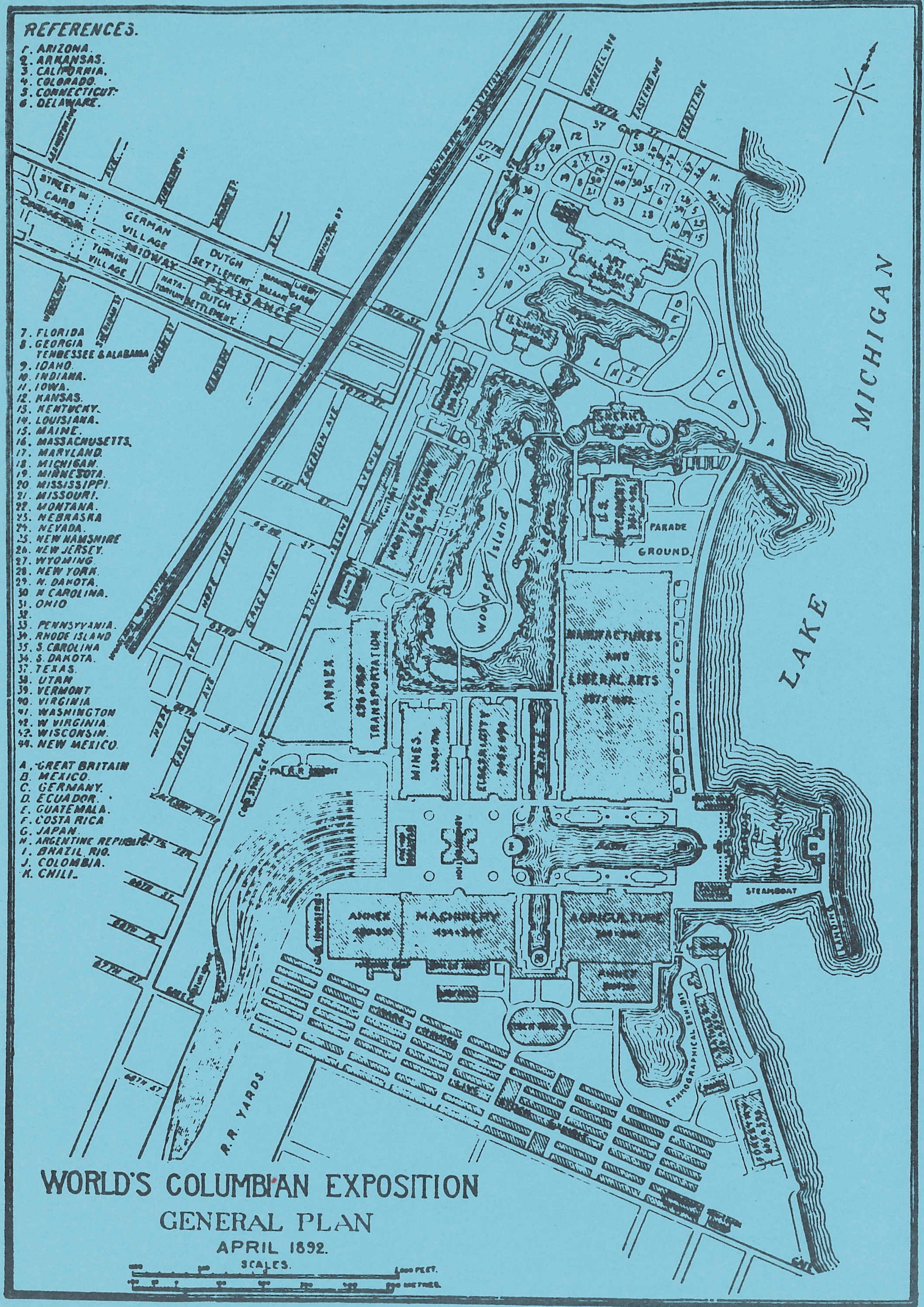
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SCALES.


REVISED PLAN
FOR
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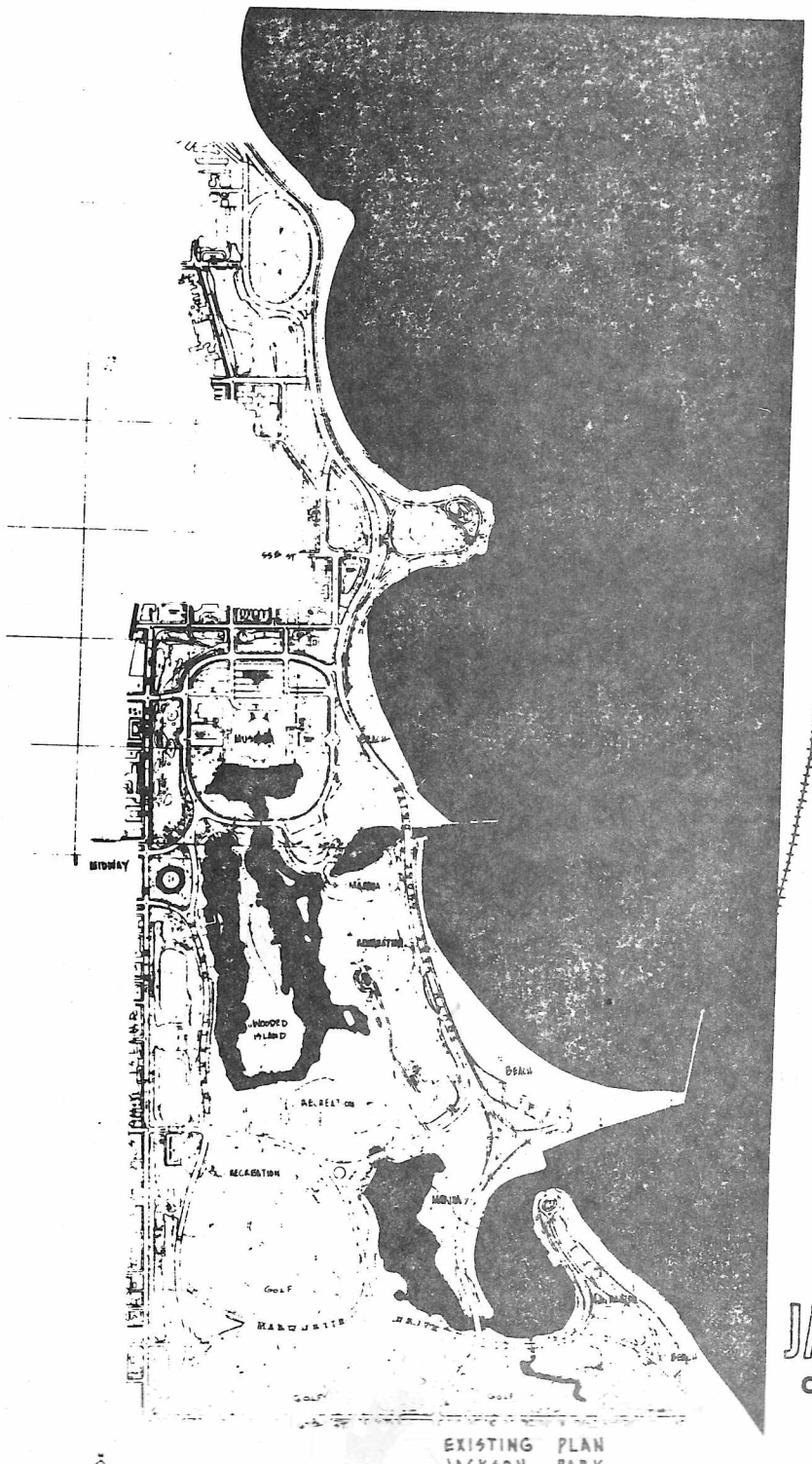
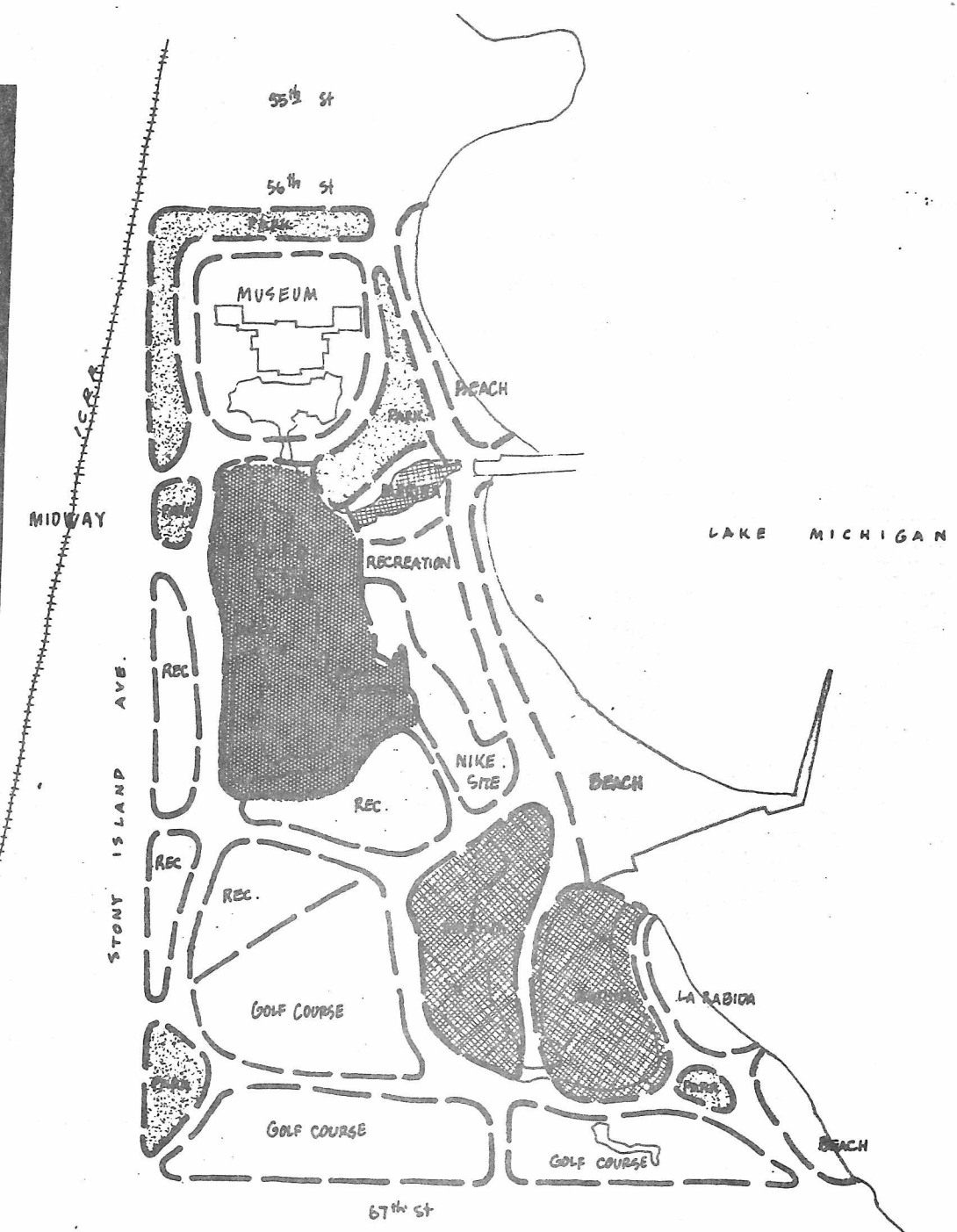
DECEMBER 1895
SCALE
Nº104
BROOKLINE, MASS
CORNELL AV
56TH ST.
EAST END AV.
EVERETT AV
ILL. CENTRAL R.R.
CONSERVATORY
FIELD COLUMBIAN MUSEUM
COLUMBIA BASIN
FOR SKATING & TOY BOATING
CONCOURSE
MUSIC COURT
NORTH HAVEN
EAST LAGOON
TENNIS LAWN
MENS GYMNASIUM GROUND
WOMEN'S GYMNASIUM GROUND
WORKING YARD
JACKSON PARK PIER
MIDDLE BAY
SOUTH LAGOON
SOUTH HAVEN
BALL FIELD
FOR BOYS AND GIRLS
60 ACRES
FIELD HOUSE
BLUFF CONCOURSE
BEACH
LAKE MICHIGAN
67TH ST.



EXISTING PLAN
JACKSON PARK



JACKSON PARK
CHICAGO ILLINOIS

EXISTING PARK USE AREAS

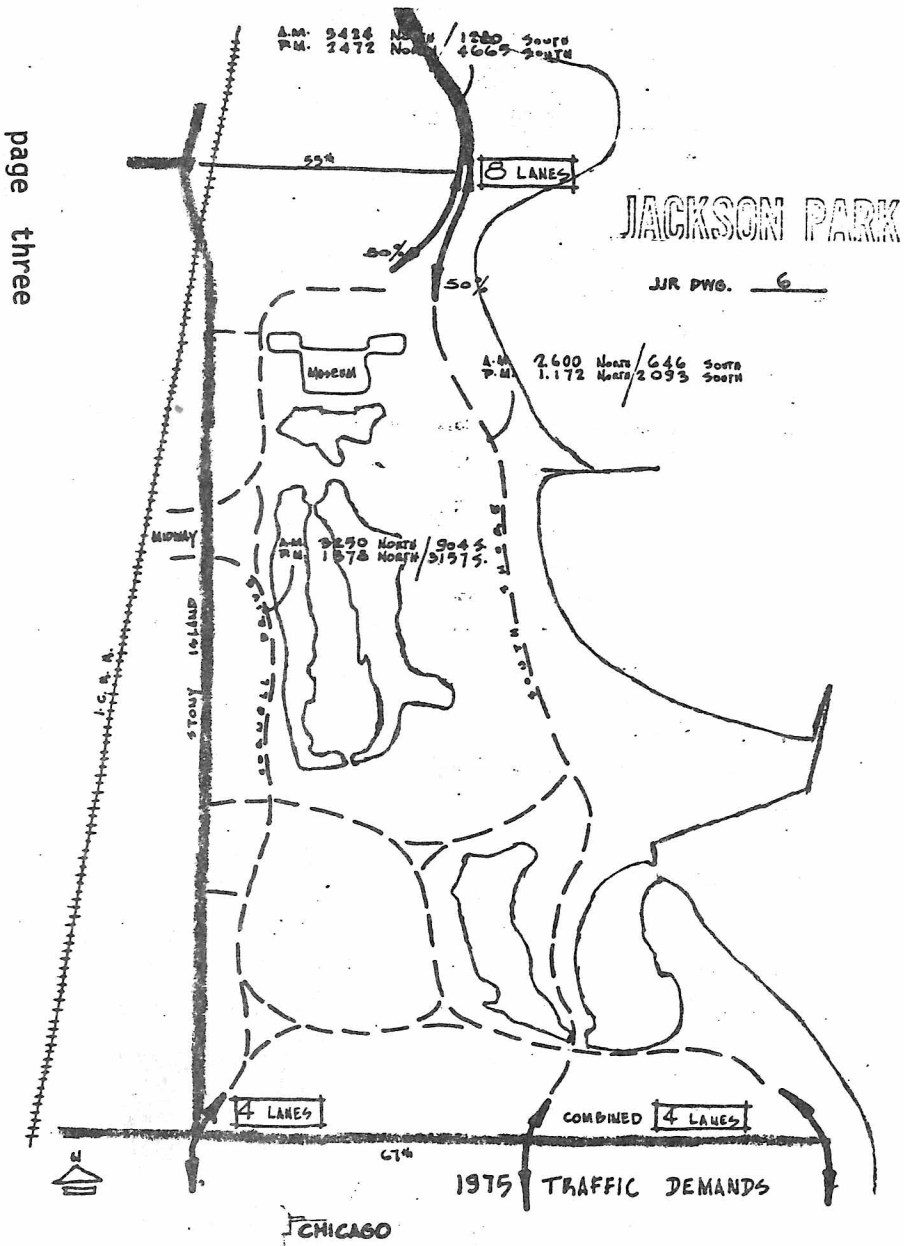
JACKSON PARK COMMUNITY ZONES

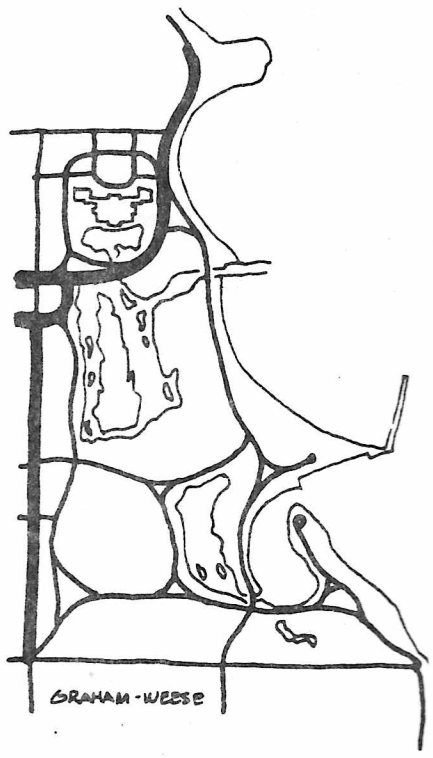
JJR DWG 5

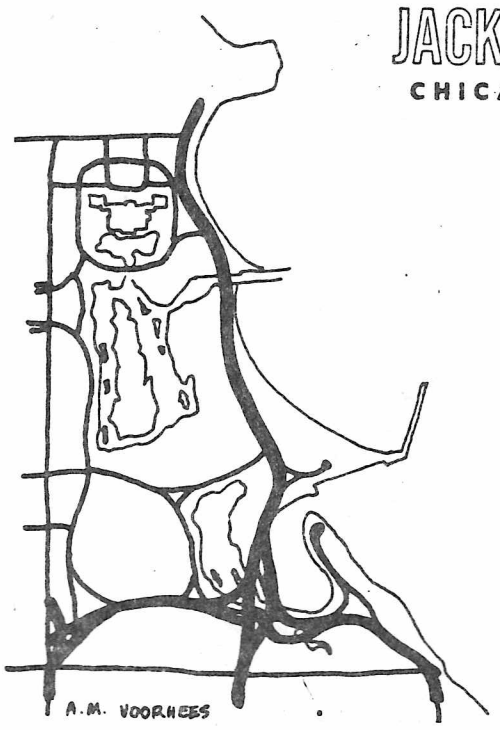
JACKSON PARK
CHICAGO ILLINOIS

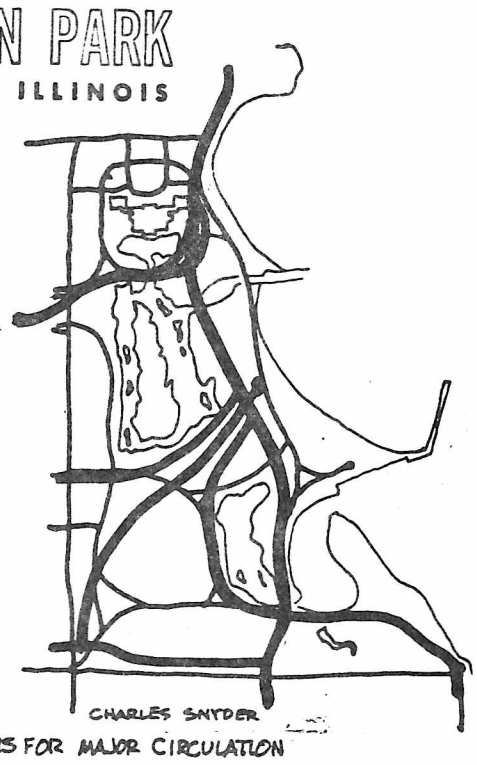
ILLUSTRATING THE MERGING LINE OF THE TWO BASIC PARKS WHICH EXIST IN JACKSON PARK: THE INNER PARK ORIENTED TO THE SO. CHICAGO COMMUNITY AND THE LAKE MICHIGAN PARK, ORIENTED TO THE WATER.

JJR DWG 2





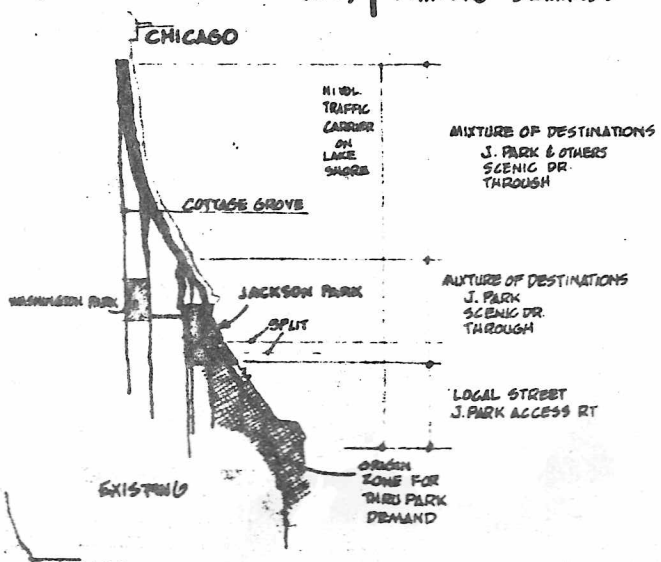


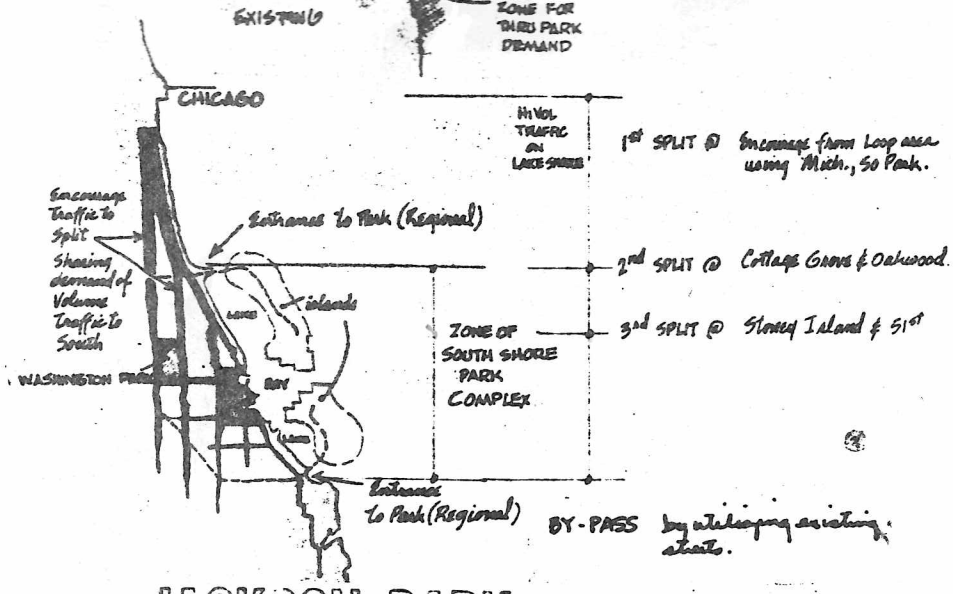


JACKSON PARK
CHICAGO ILLINOIS

SOME PAST RECOMMENDATIONS FOR MAJOR CIRCULATION

JJR DWG 7

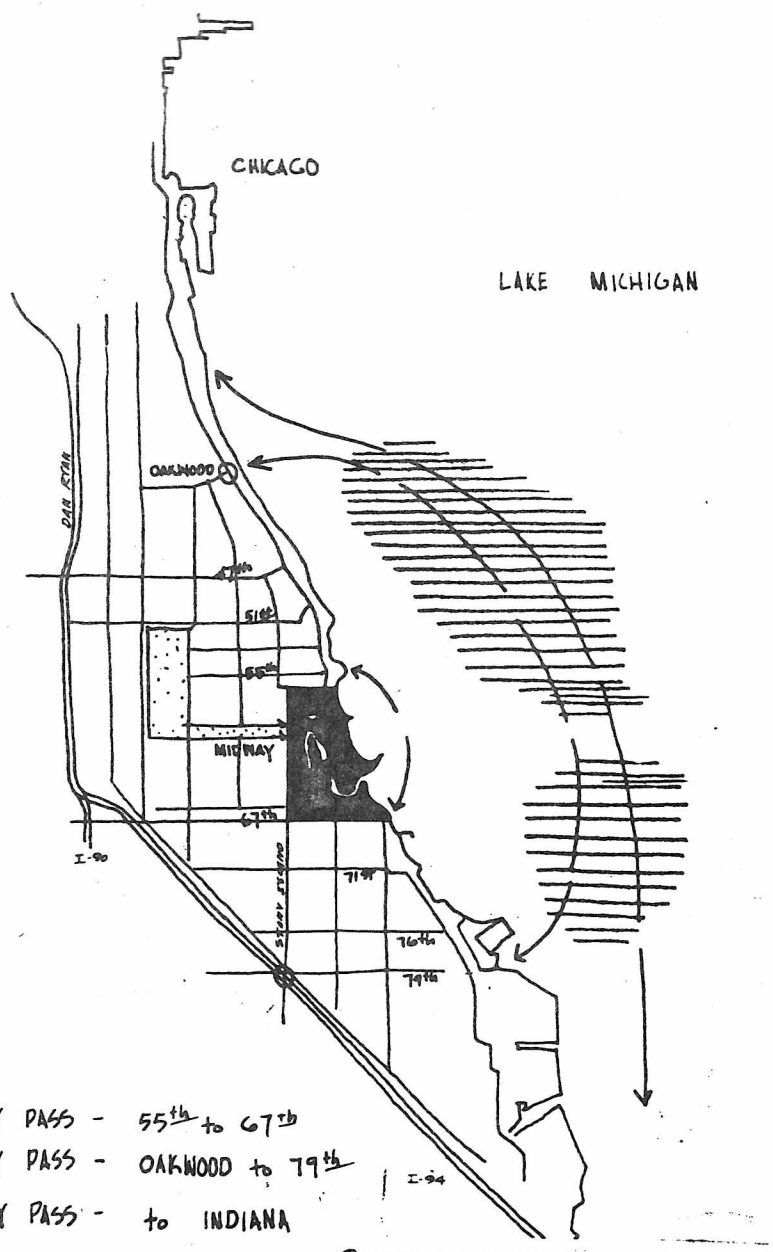




JACKSON PARK
CHICAGO ILLINOIS

POSSIBLE COMMUNITY BY PASS OF JACKSON PARK

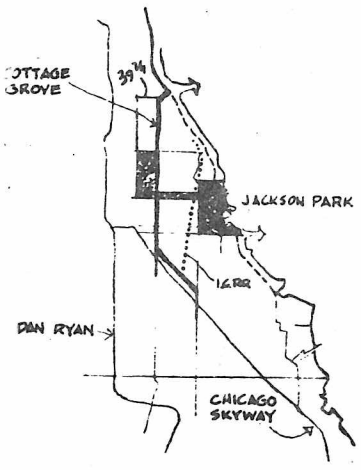
JJR DWG 8



JACKSON PARK
CHICAGO ILLINOIS

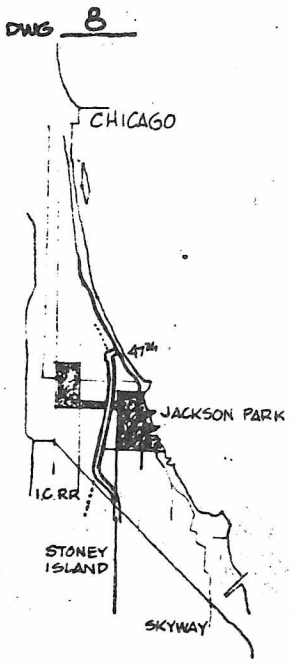
POSSIBLE LAKE MICHIGAN BY PASS OF JACKSON PARK

JJR DWG 10



BY PASS
• COTTAGE GROVE

BY PASS
• SOUTH PARKWAY

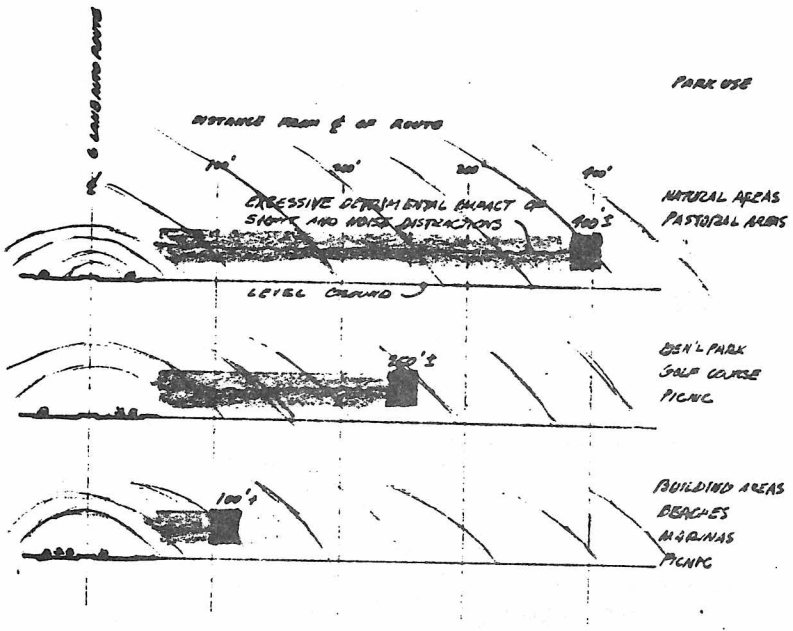


BY PASS
OVER THE I.C.R.R.

JACKSON PARK
CHICAGO ILLINOIS

POSSIBLE COMMUNITY BY PASS OF JACKSON PARK

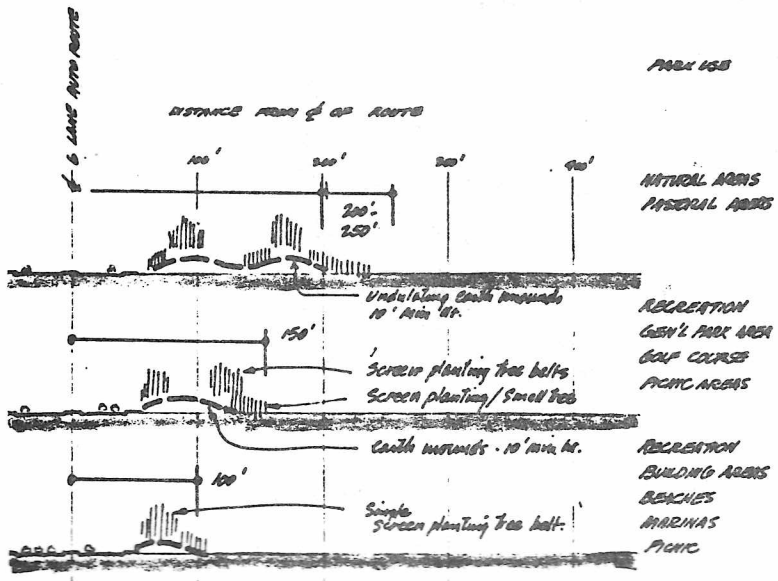
JJR DWG 9



JACKSON PARK
CHICAGO ILLINOIS

ESTIMATED DETRIMENTAL IMPACT OF 6 LANE AUTO ROUTE (NO HILLS, NO STOP LIGHTS) UPON VARIOUS USES.

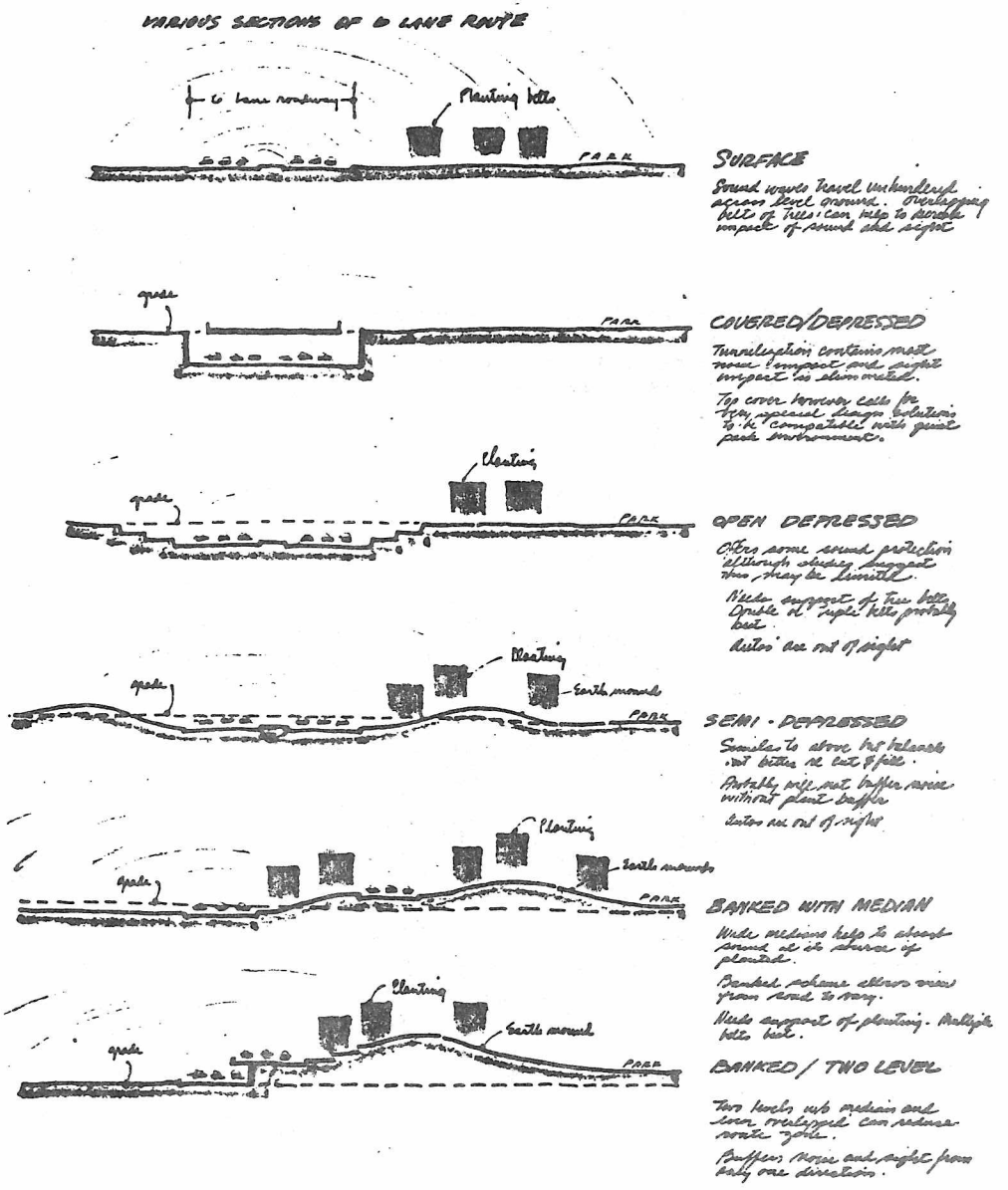
JJR DWG 11



JACKSON PARK
CHICAGO ILLINOIS

ESTIMATED MINIMUM DIMENSION FOR ELIMINATING DETRIMENTAL IMPACT OF 6 LANE AUTO ROUTE UPON VARIOUS USES WITH PLANTING AND EARTH WORK

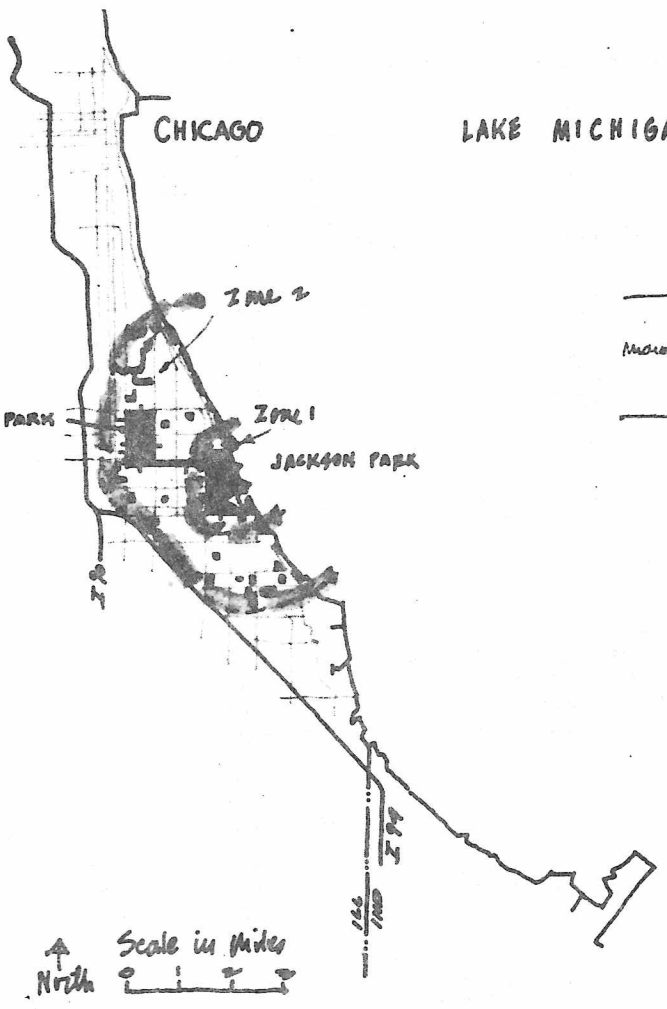
JJR DWG 12



JACKSON PARK
CHICAGO ILLINOIS

VARIOUS TYPES OF ROADWAY SECTIONS TO REDUCE SIGHT AND NOISE IMPACT.

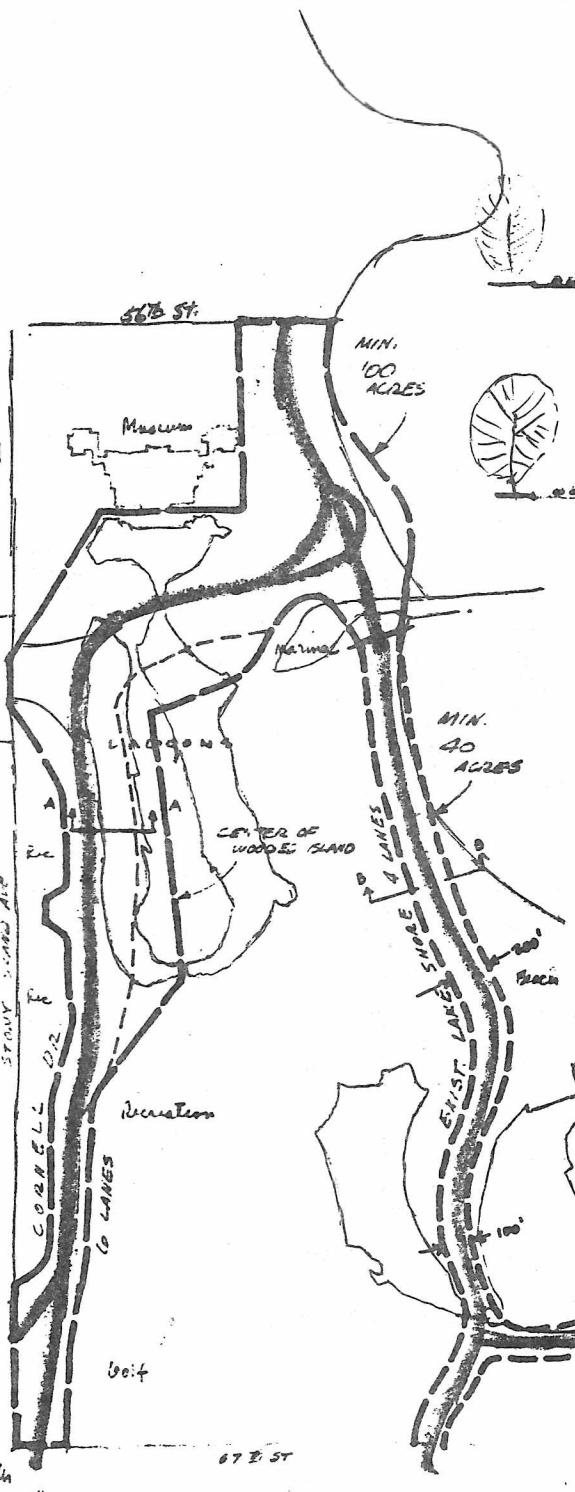
JJR DWG 13

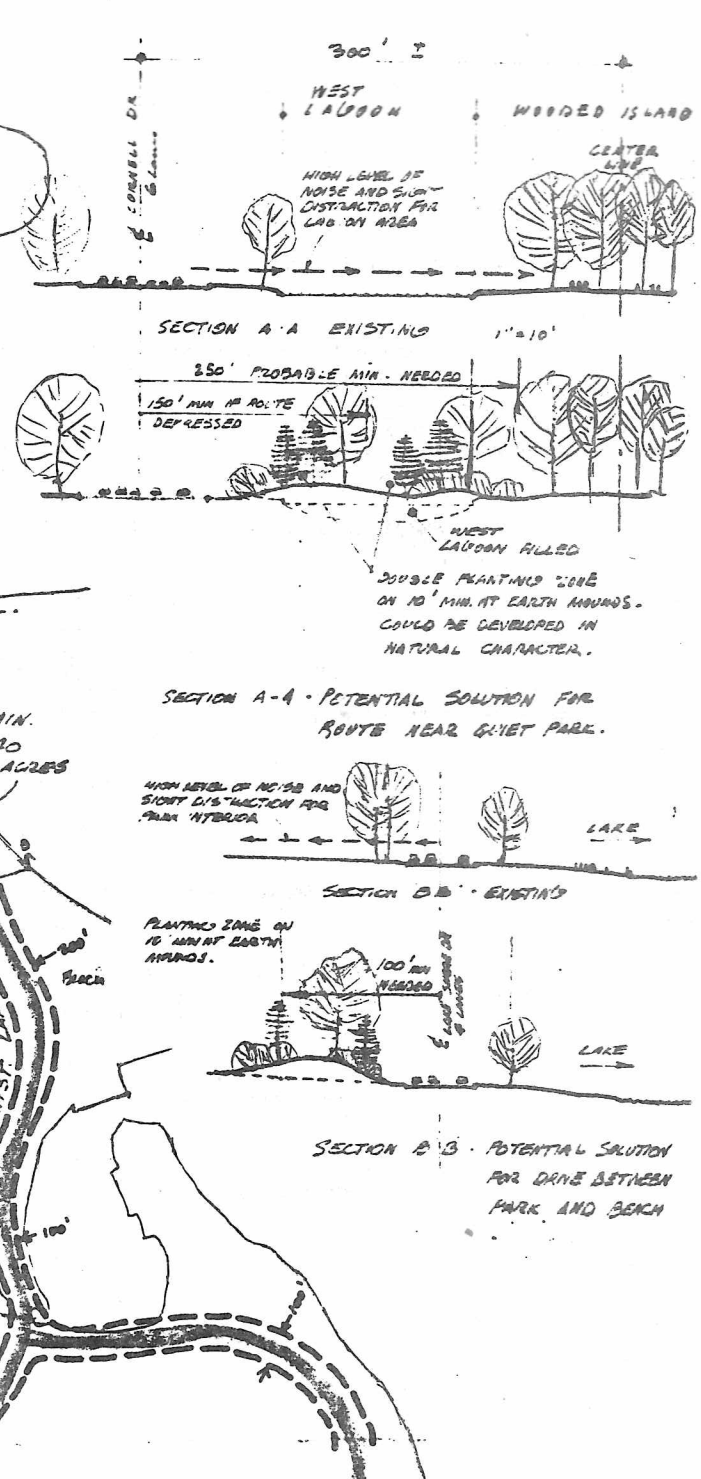


ZONES OF
LONG RANGE COMMUNITY LAND ACQUISITION.

JACKSON PARK
CHICAGO ILLINOIS

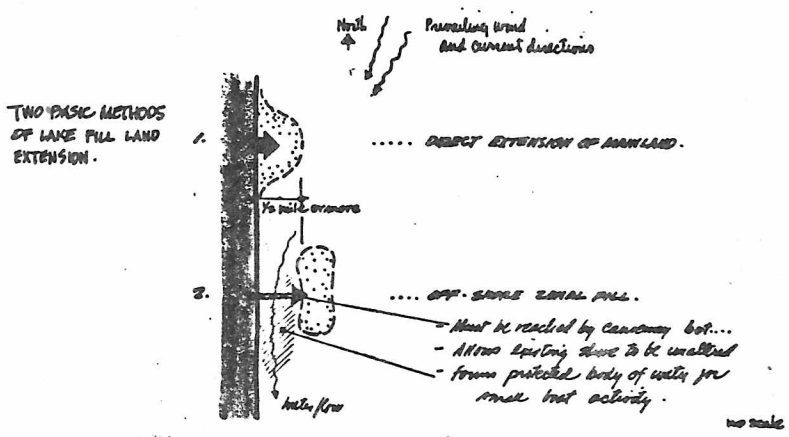
JJR DWG 15

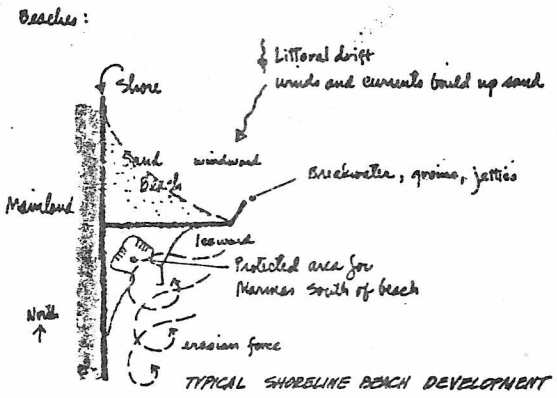




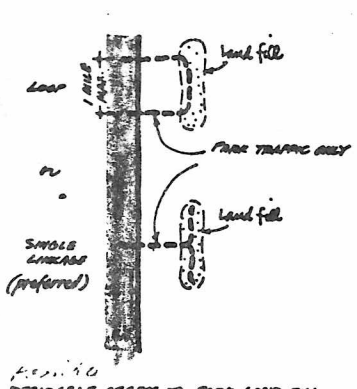
ESTIMATED IMPACT ZONE OF PROPOSED CORNELL DRIVE ROUTE LOCATION

JJR DWG 14

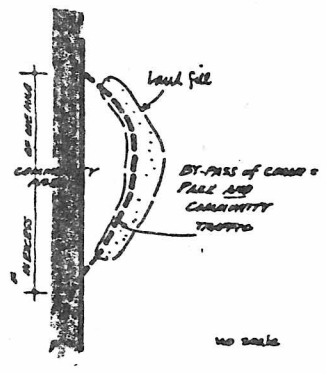




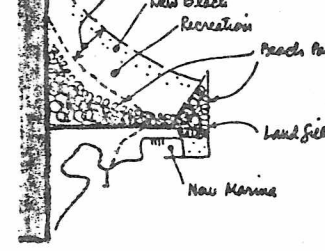
AUTO ACCESS : OUT AND BACK ..... OR ..... COMBINATION BY-PASS



DESIRABLE ACCESS TO PARK LAND-FILL



UNDESIRABLE ACCESS TO PARK LAND-FILL



Beach extension can gain a better back-up park of recreation and shade.

DESIRABLE BEACH EXTENSION THROUGH LAND FILL.

Expanding existing beach is an easier task than creating new beach on land fill but a good beach is the best stabilized shore for breaking water action.

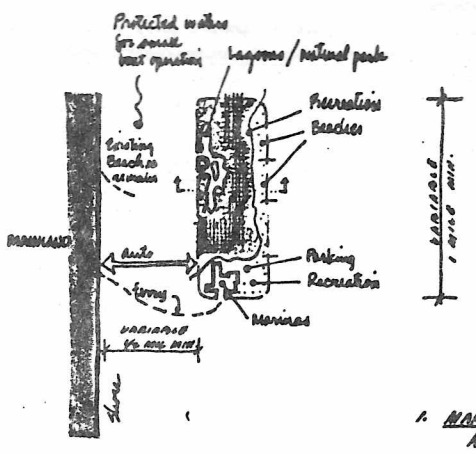
JACKSON PARK
CHICAGO ILLINOIS

COMPREHENSIVE LAND FILL

BEACH/LAKE SHORE EXTENSION

JJR DWG 17

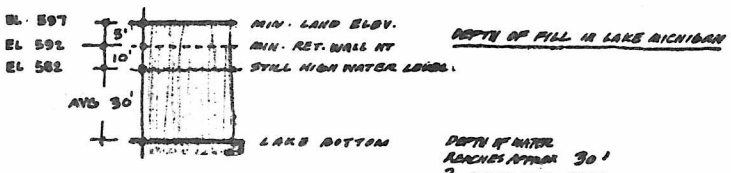
USE OF LAND FILL AREAS.



USE OF TYPICAL MAJOR LAND-FILL
no scale

1. MARINAS / parking, observatories, historical centers, restaurants/cafes.
2. RECREATION / supporting Marinas, natural areas, picnics, beaches.
3. NATURAL AREAS / Nature study, information Centers, Lagoons, forest preserves.
4. BEACHES / thoroughfares, parking recreation, facilities.

CROSS-SECTION OF ISLAND
no scale

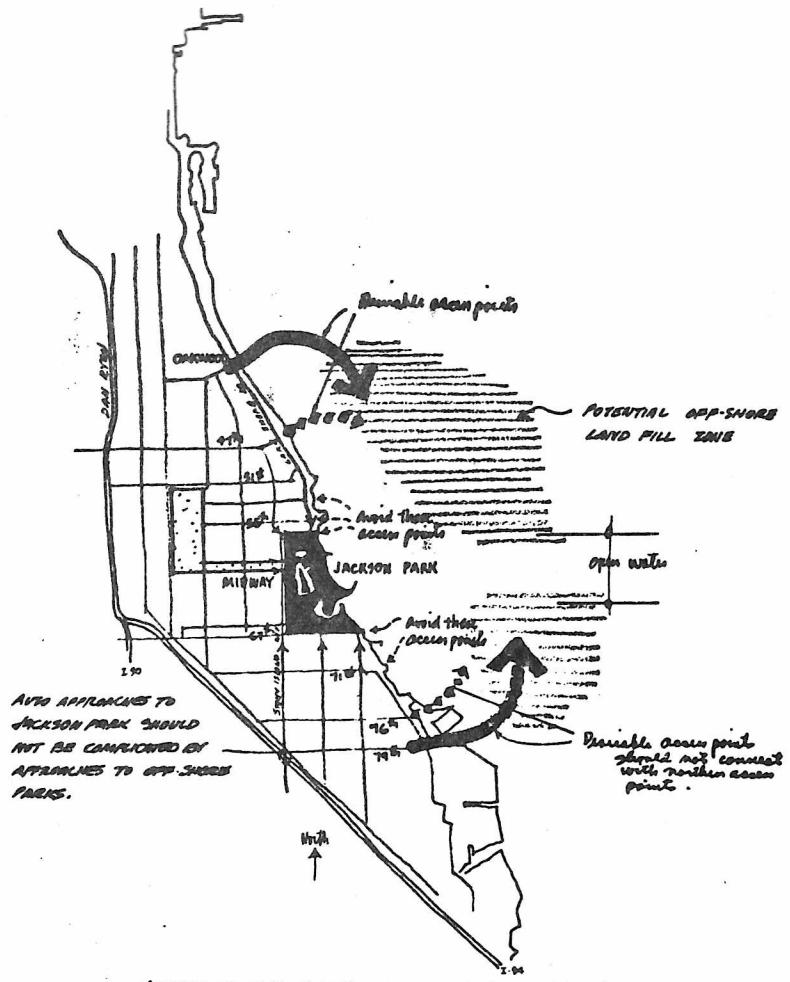


DEPTH OF FILL IN LAKE MICHIGAN

DEPTH OF WATER REACHES APPROX 30' 2 MILES FROM SHORE OF JACKSON PARK

JACKSON PARK
CHICAGO ILLINOIS JJR DWG 18

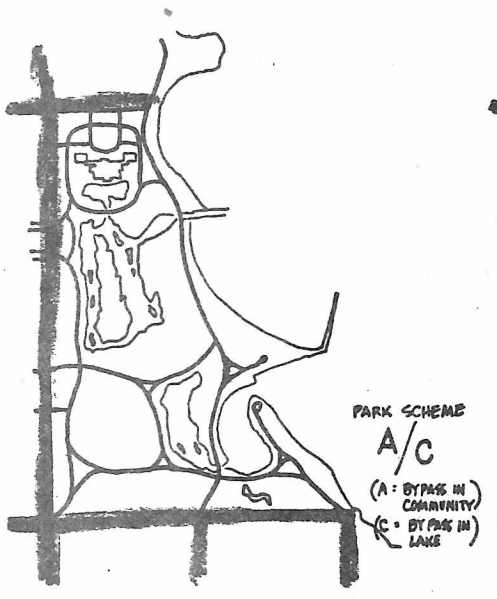
ISLAND TYPE LAND FILL



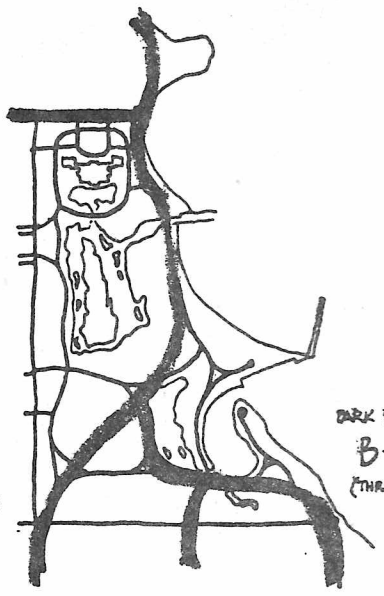
ACCESS TO ANY MAJOR OFF-SHORE LAND-FILL SHOULD OCCUR SAME DISTANCE NORTH AND/OR SOUTH OF JACKSON PARK. IF THERE IS EVER MORE THAN ONE ACCESS POINT (i.e. two as illustrated above) THEY SHOULD NOT INTERCONNECT.

JACKSON PARK
CHICAGO ILLINOIS

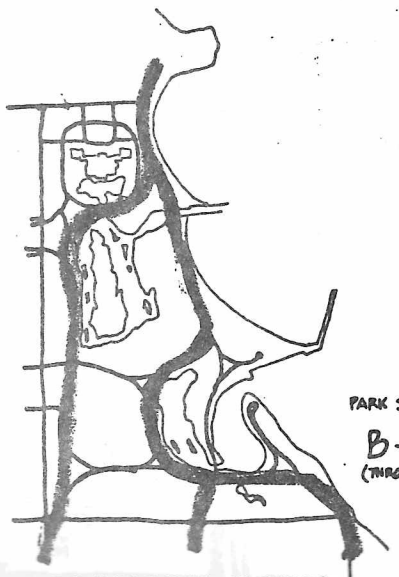
JJR DWG 19



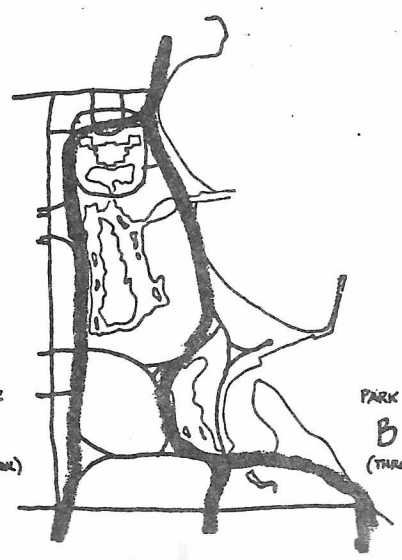
PARK SCHEME A/C
(A: BYPASS IN COMMUNITY)
(C: BYPASS IN LAKE)



PARK SCHEME B-1
(THROUGH PARK)



PARK SCHEME B-II
(THROUGH PARK)

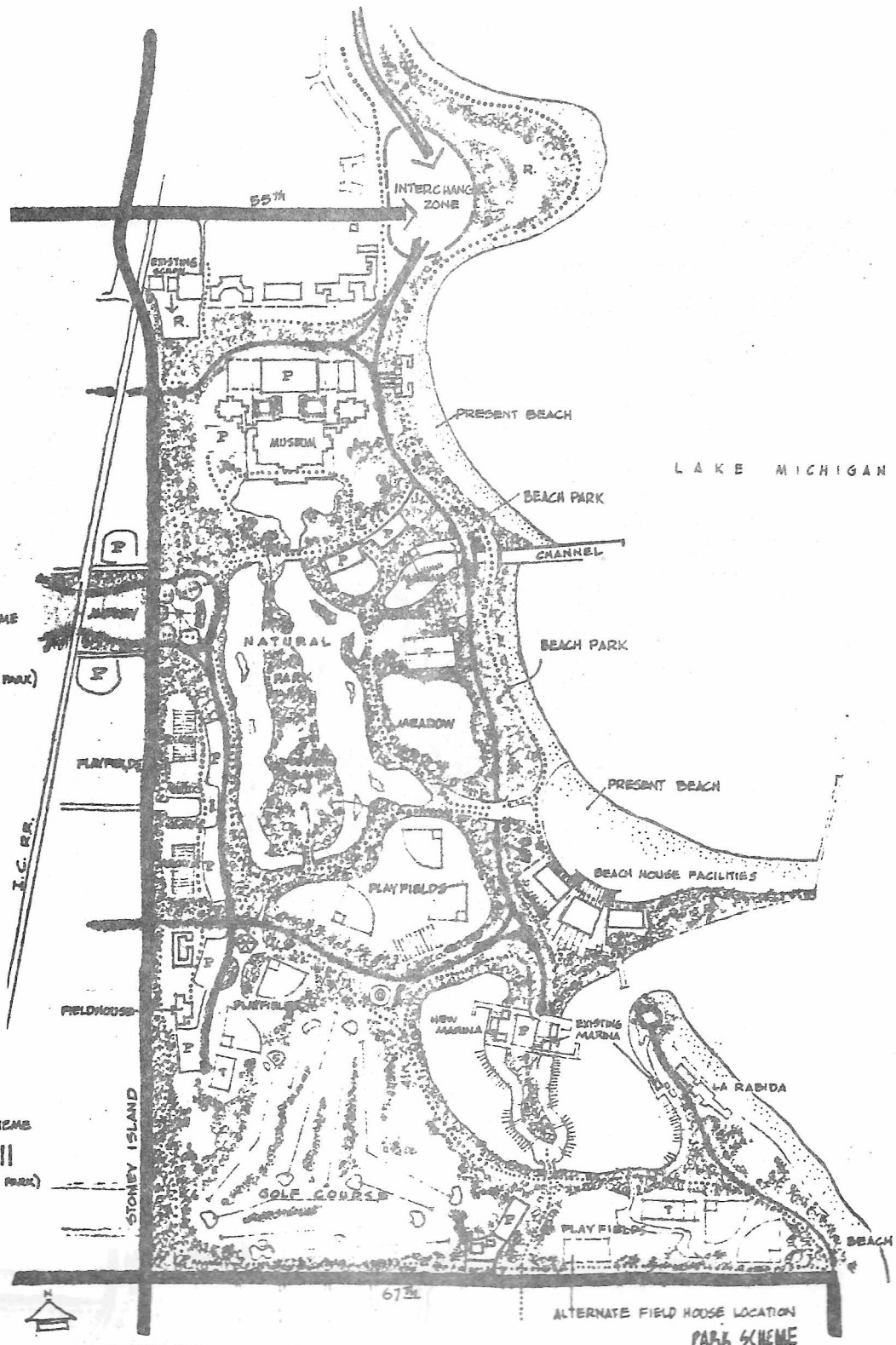


PARK SCHEME B-III
(THROUGH PARK)

JACKSON PARK

MAJOR AUTO ROUTES STUDIED.

110 TRACK 20

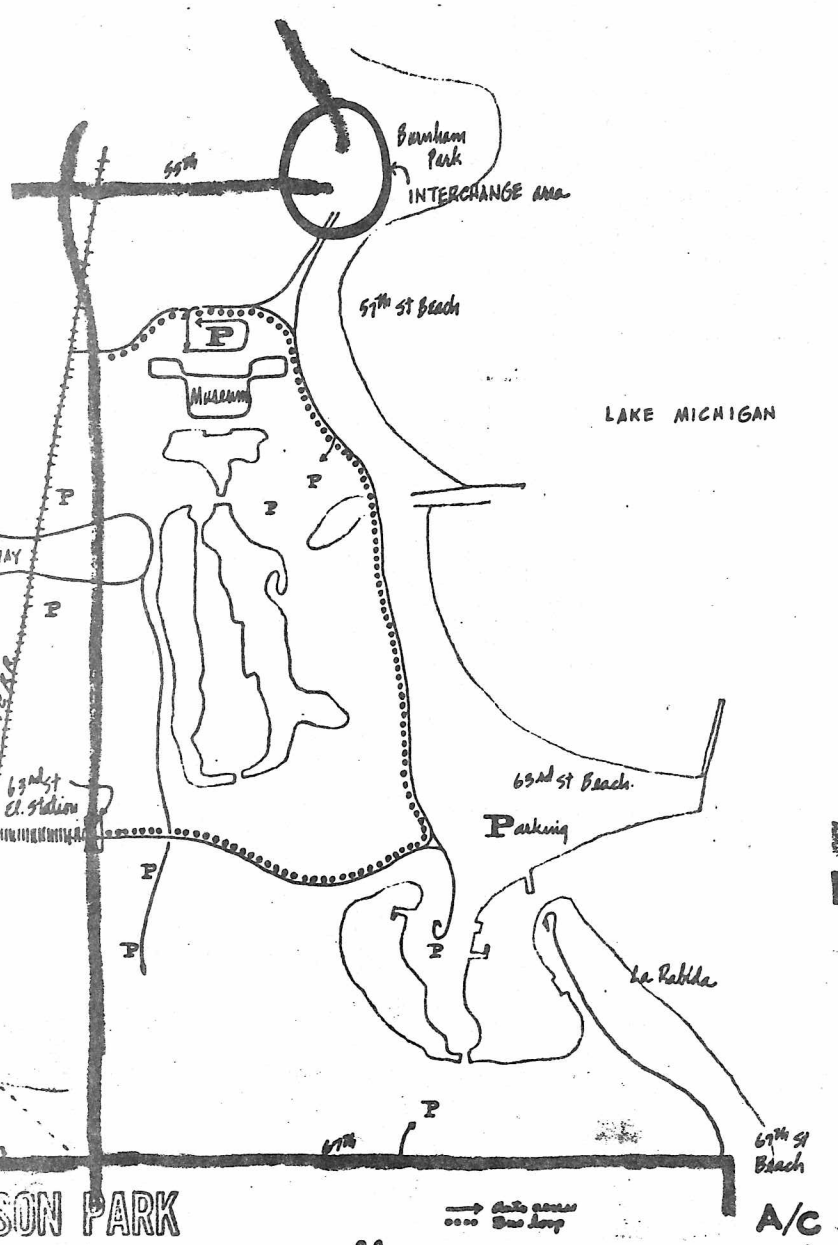


PRIMARY PEDESTRIAN WAY
P. PARKING
R. RECREATION

JACKSON PARK

PARK SCHEME A/C

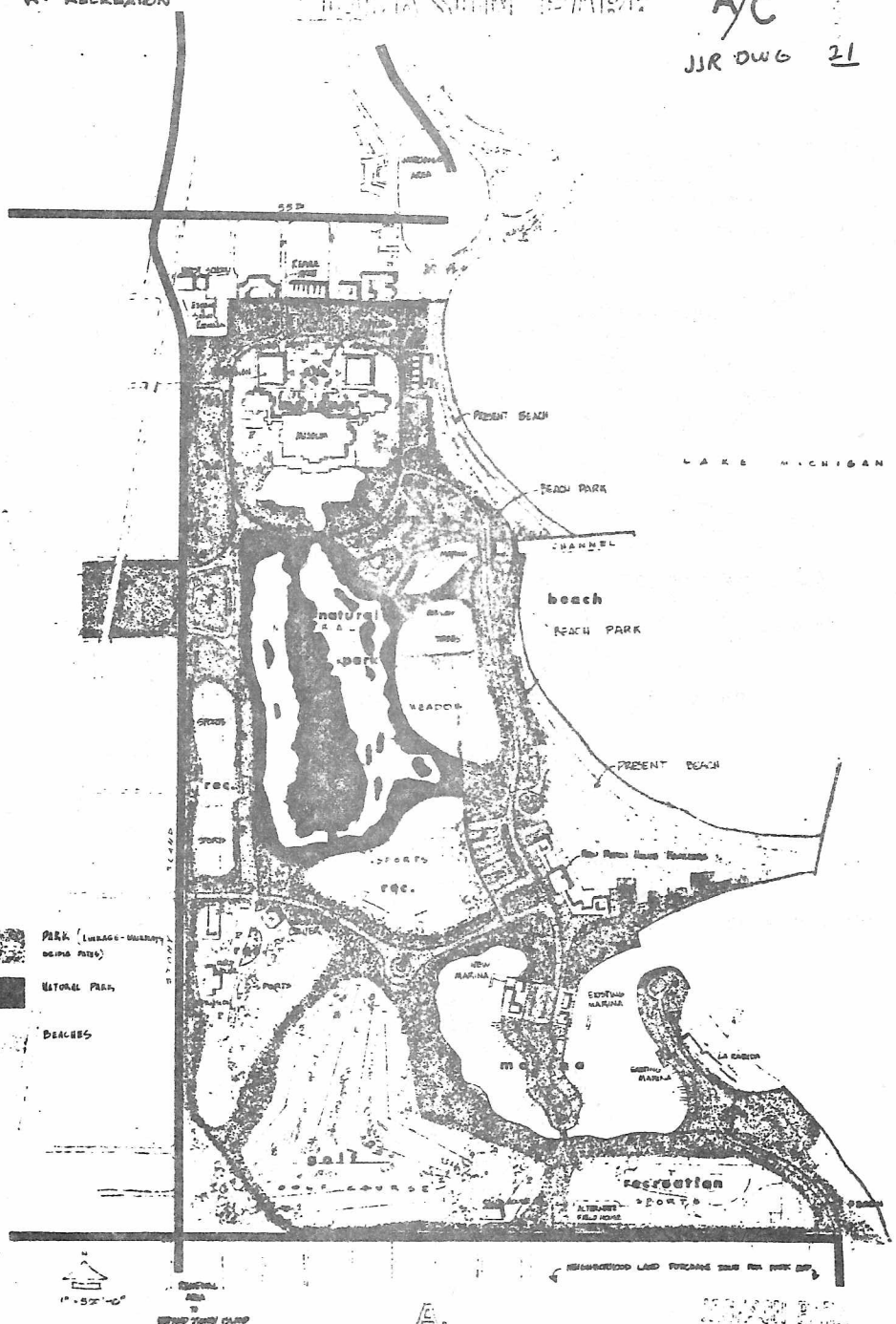
JJR DWG 21



JACKSON PARK

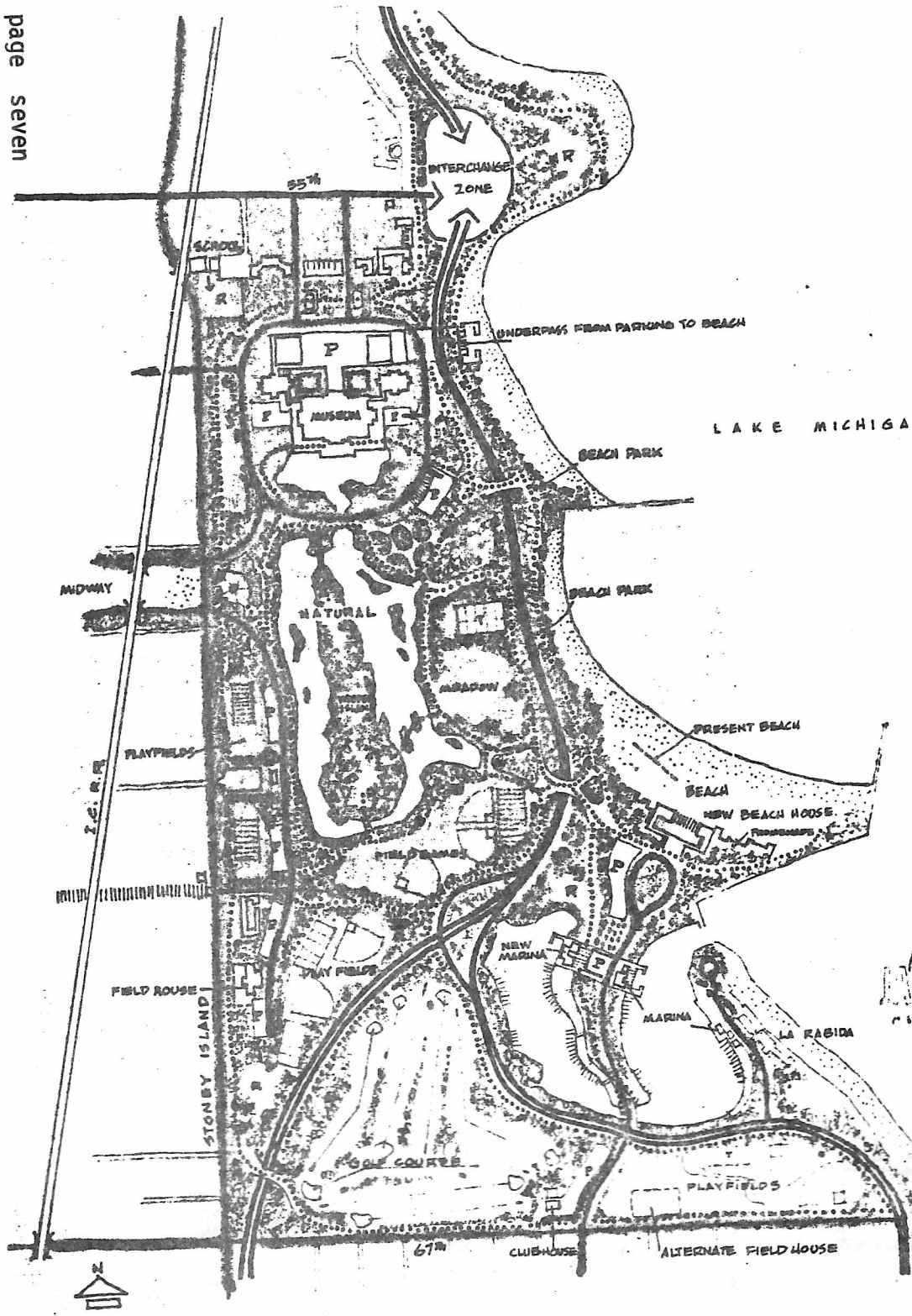
CHICAGO ILLINOIS JJR DWG 22

A/C



A/C

CHICAGO ILLINOIS

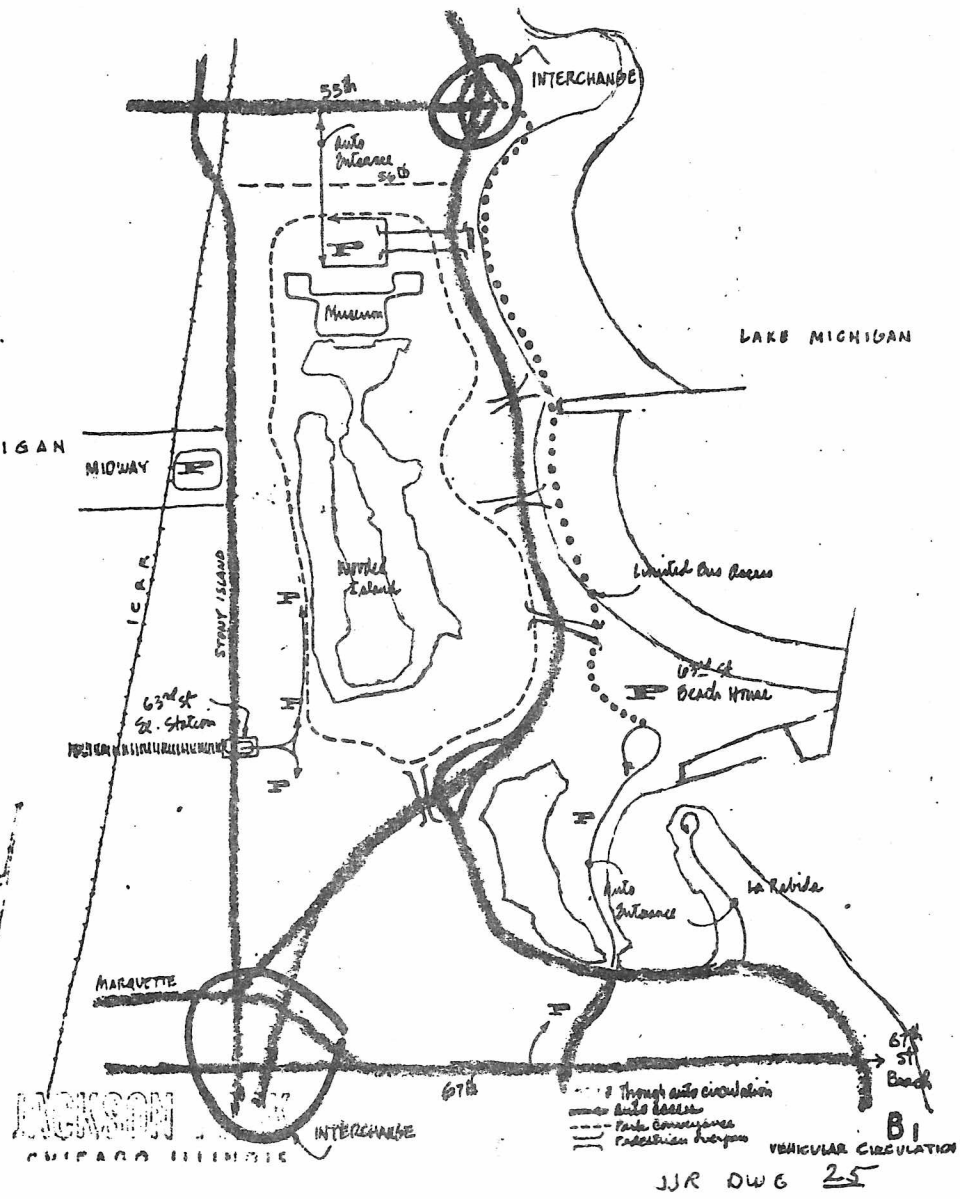


JACKSON PARK

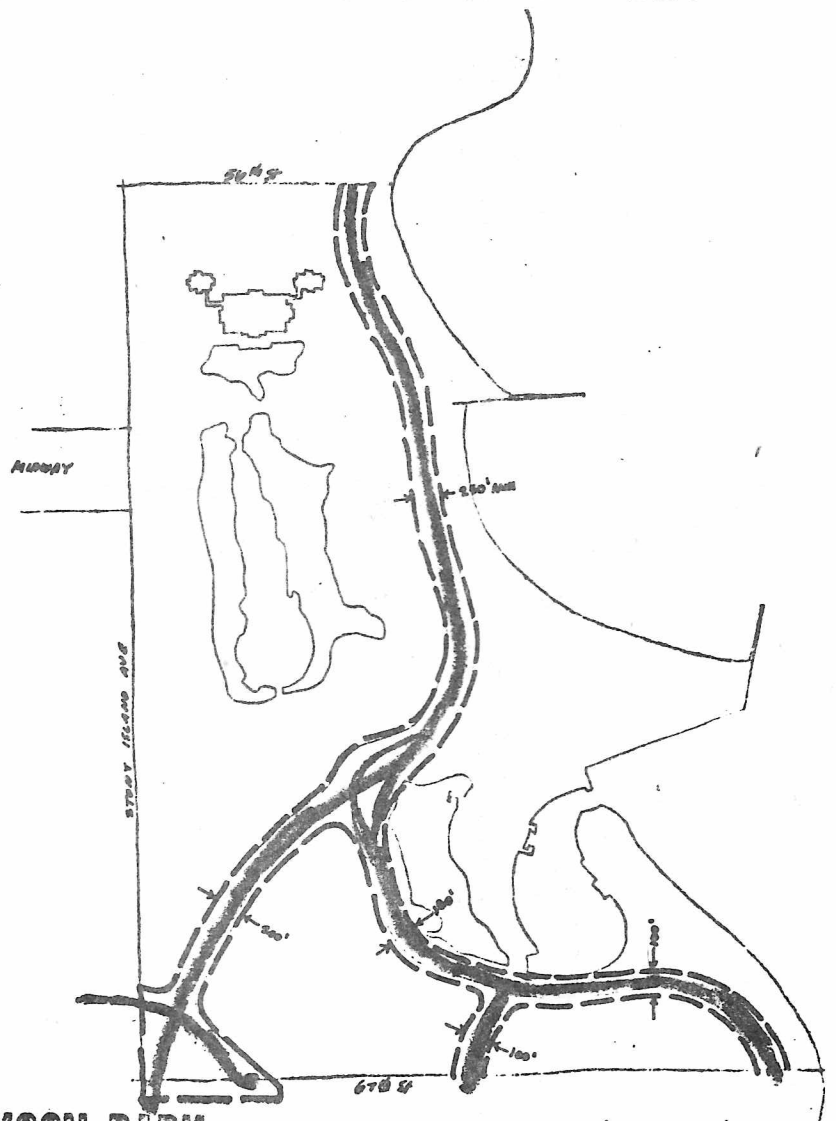
PARK SCHEME

B-1

JJR DWG 24



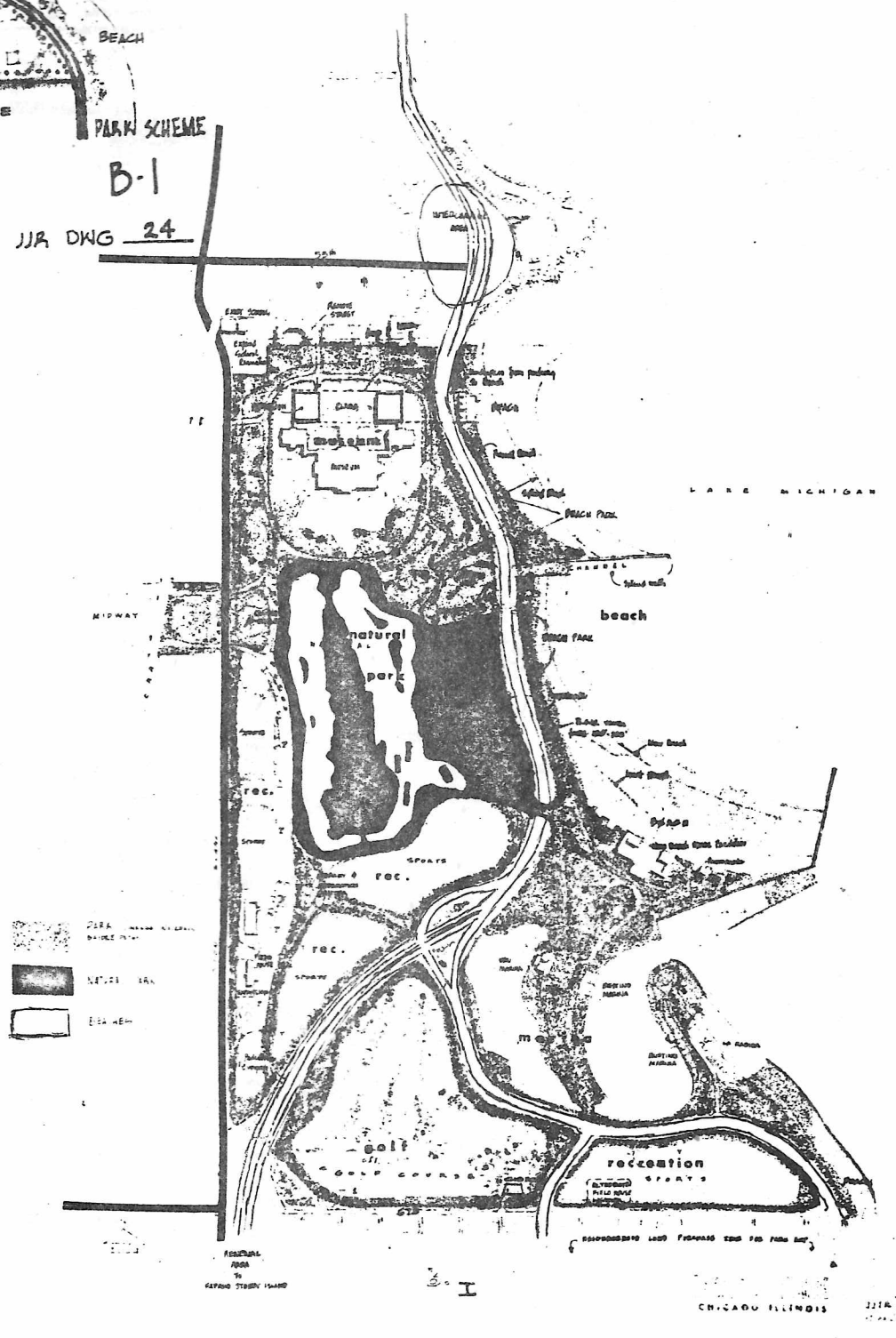
JJR DWG 25



JACKSON PARK

APPROXIMATE 'IMPACT ZONE'
1" = 1000' 75 MINIA
B1

JJR DWG 26



B-1

JACKSON PARK
CHICAGO ILLINOIS

B II
"APPROXIMATE IMPACT ZONE"
1" = 1000'
140 Acres ±

JJR DWG 26

PARK SCHEME
B-II

JJR DWG 21

B II
VARIOUS
CIRCULATION

JACKSON PARK
CHICAGO ILLINOIS

PRIMARY PEDESTRIAN WAY
P PARKING
R RECREATION

N

MIDWAY

STONEY ISLAND

MARQUETTE

PLAYFIELDS

BEACH PARK

PRESENT BEACH

LAKE MICHIGAN

FIELDHOUSE

GOLF COURSE

NEW MARINA

LA RABIDA

NEW BEACH HOUSE

MEADOWS

MUSEUM

SCHOOL

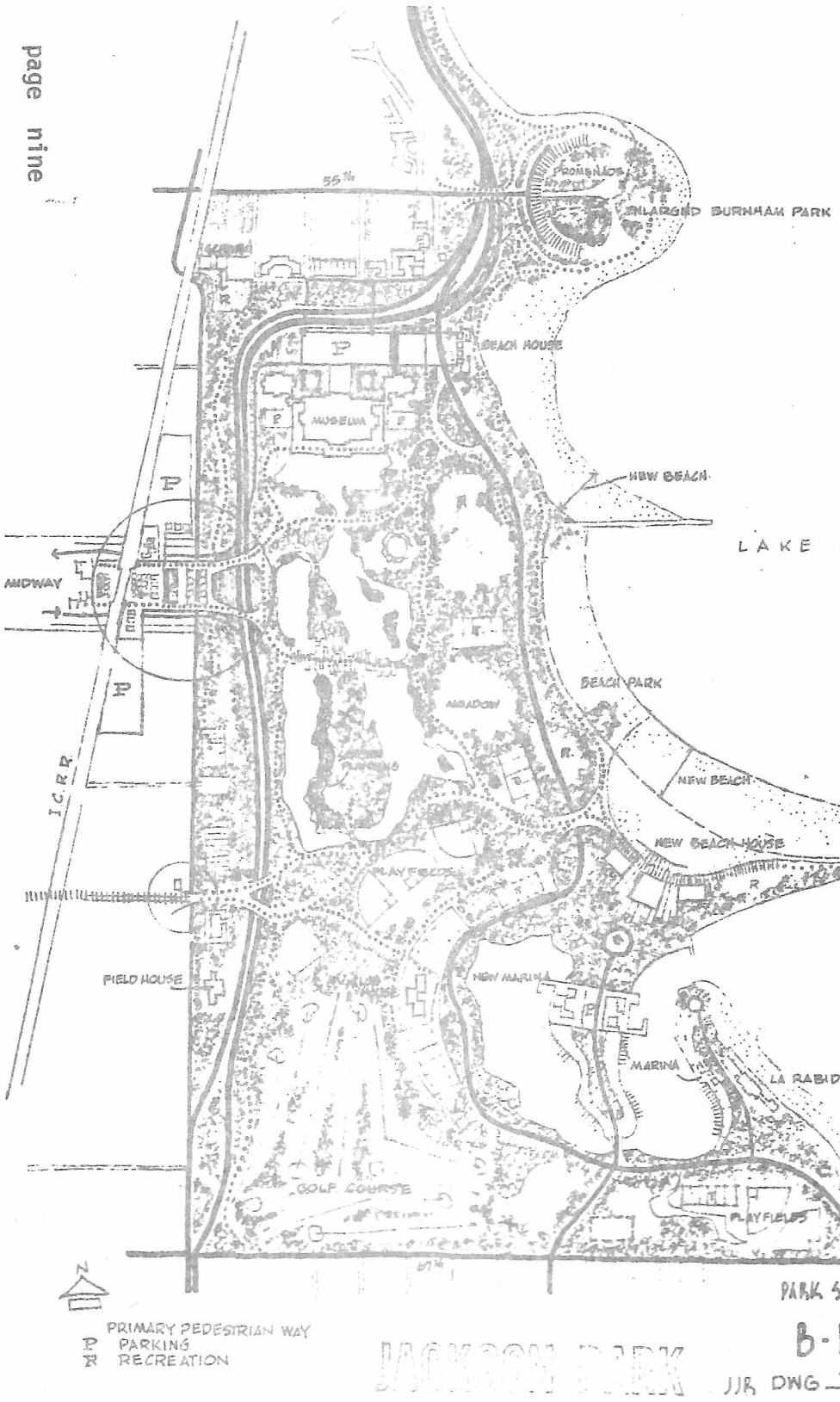
UNDER PASS

BEACH

67th St

55th

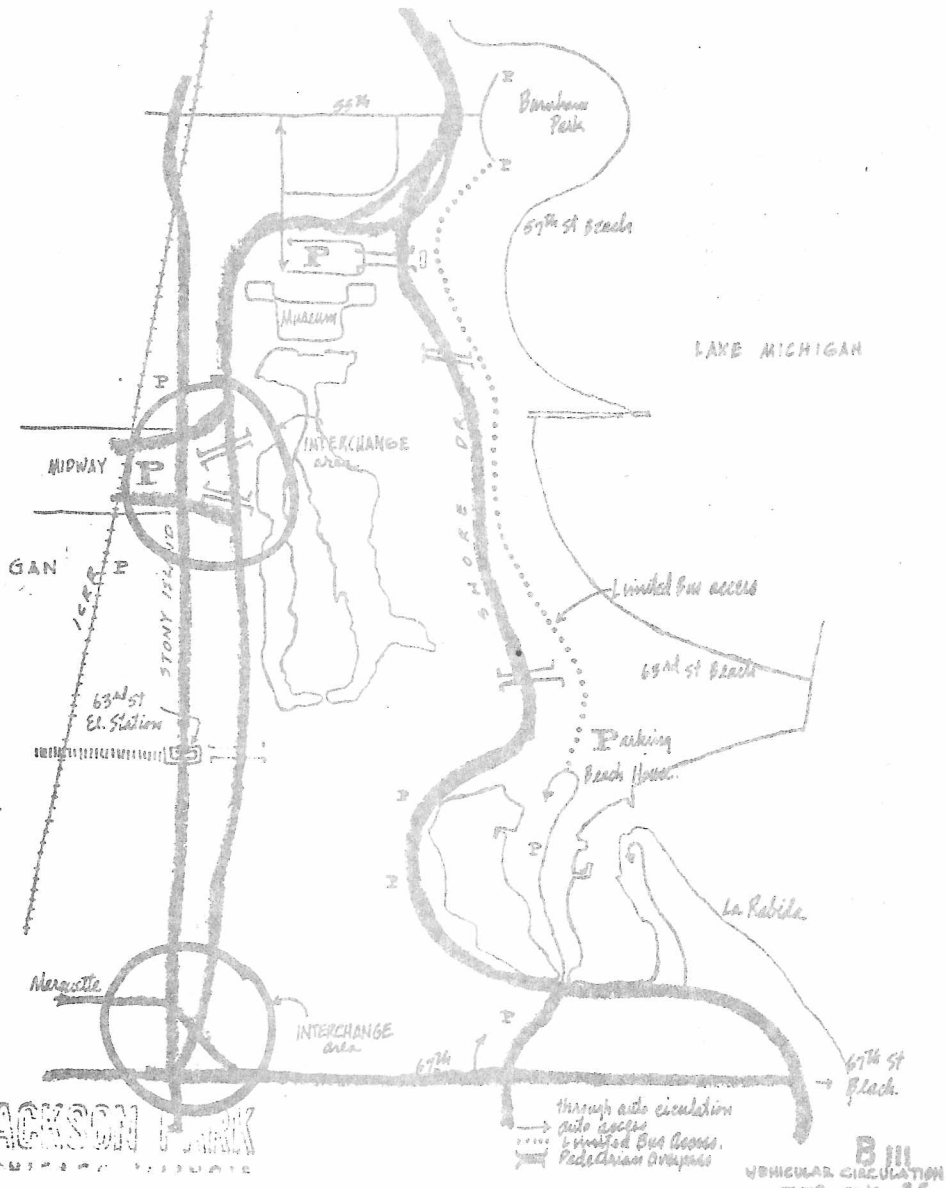
INTERCHANGE AREA



PARK SCHEME

B-111

JJR DWG 32

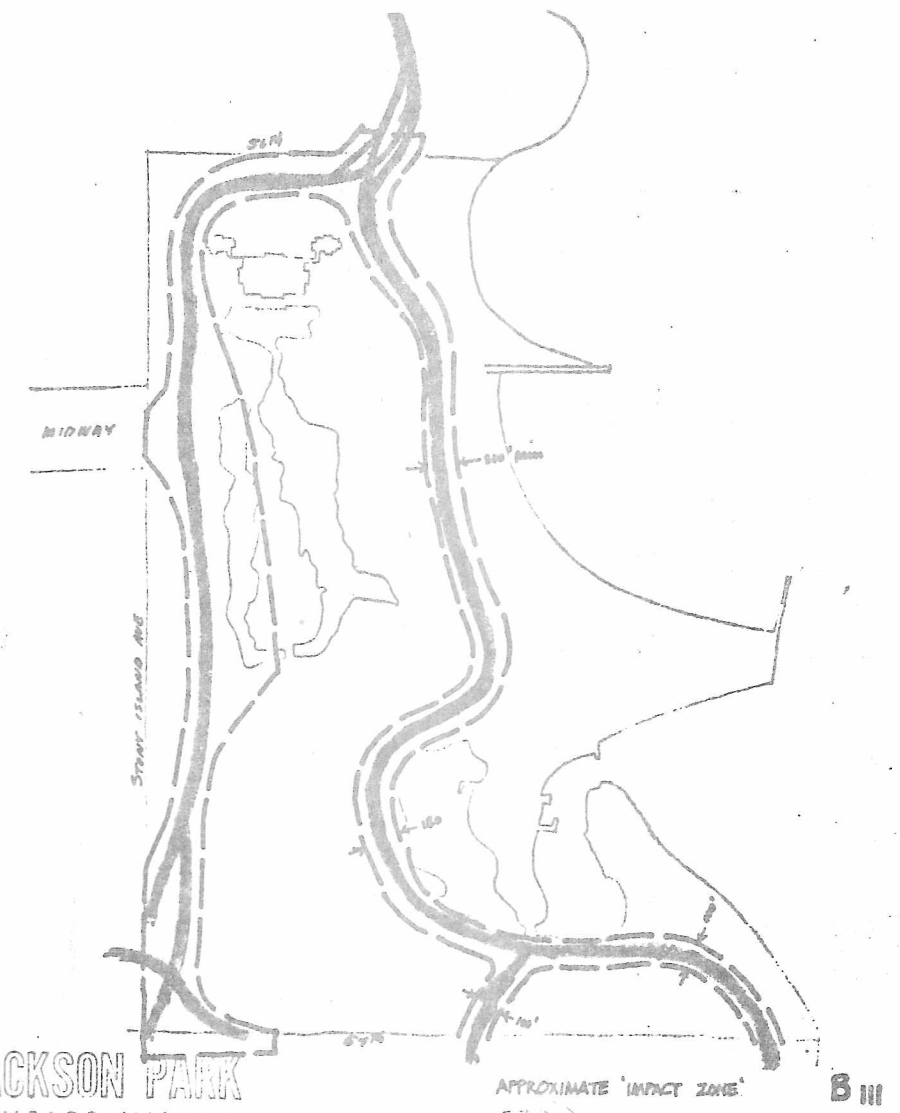


JACKSON PARK

B III

VEHICULAR CIRCULATION

JJR DWG 31



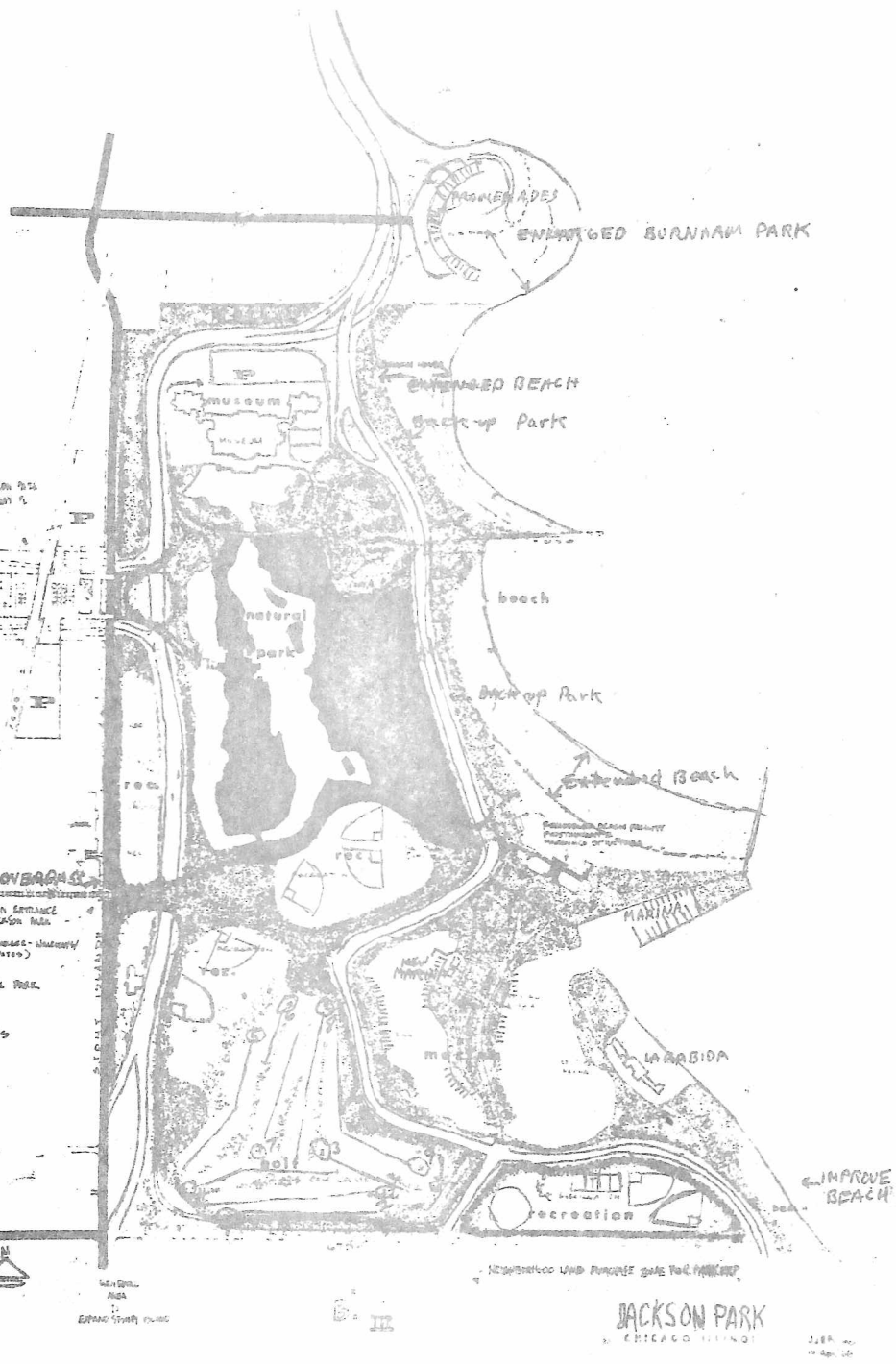
JACKSON PARK

CHICAGO ILLINOIS

APPROXIMATE 'IMPACT ZONE'

B III

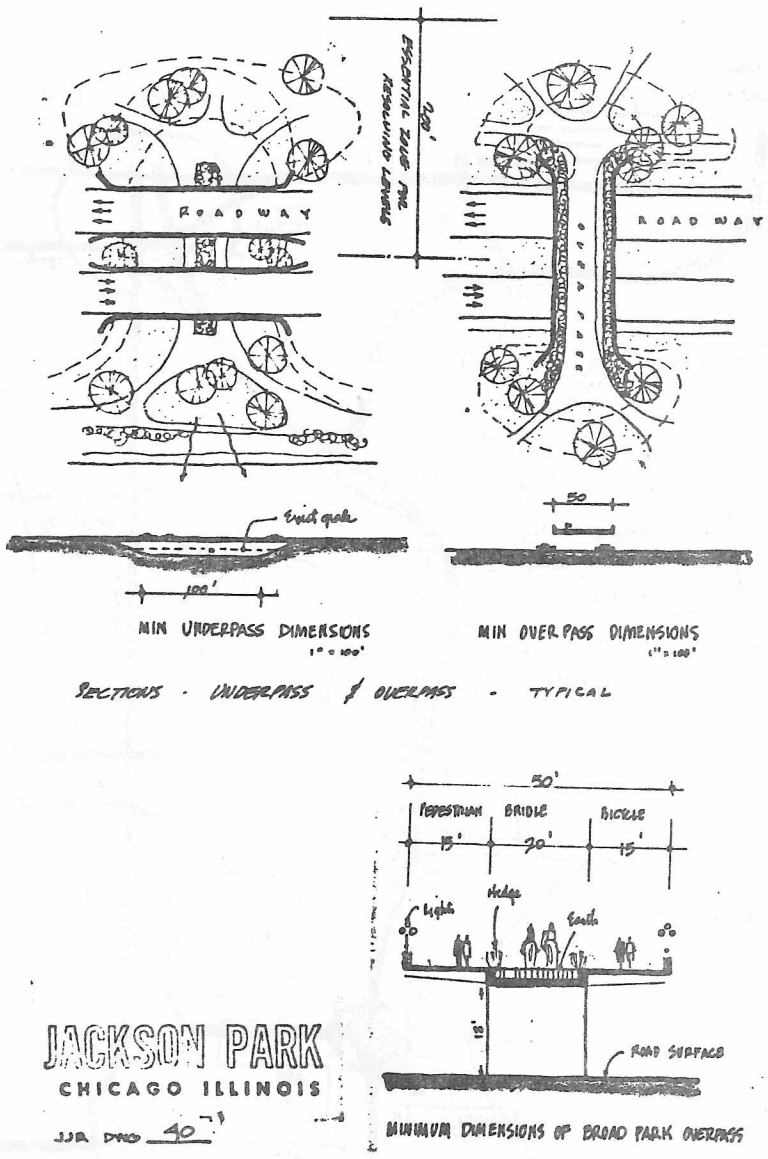
JJR DWG 34



B III

JACKSON PARK

CHICAGO ILLINOIS



MIN UNDERPASS DIMENSIONS 1" = 100'

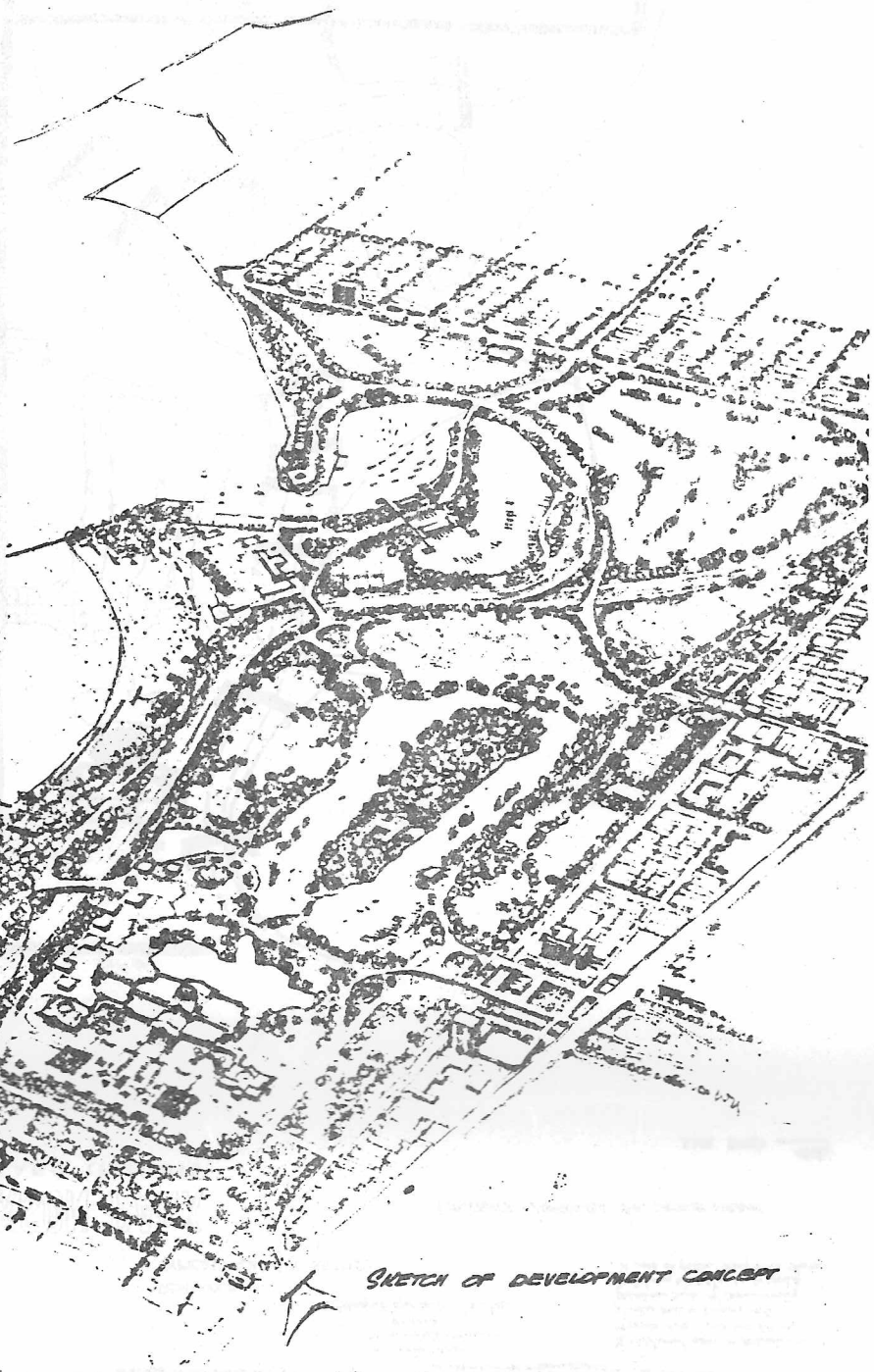
MIN OVER PASS DIMENSIONS 1" = 100'

SECTIONS - UNDERPASS & OVERPASS - TYPICAL

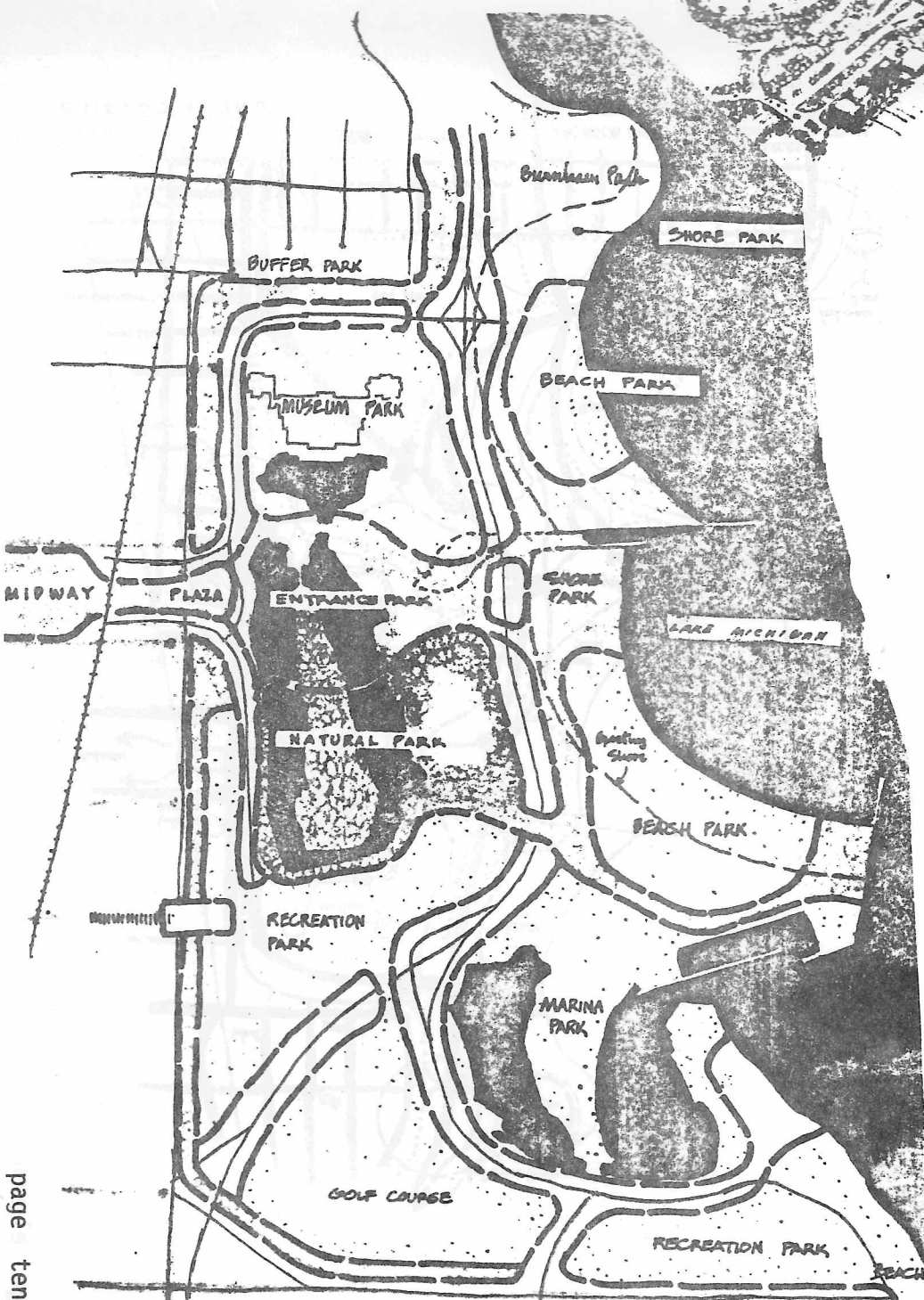
MINIMUM DIMENSIONS OF BROAD PARK OVERPASS

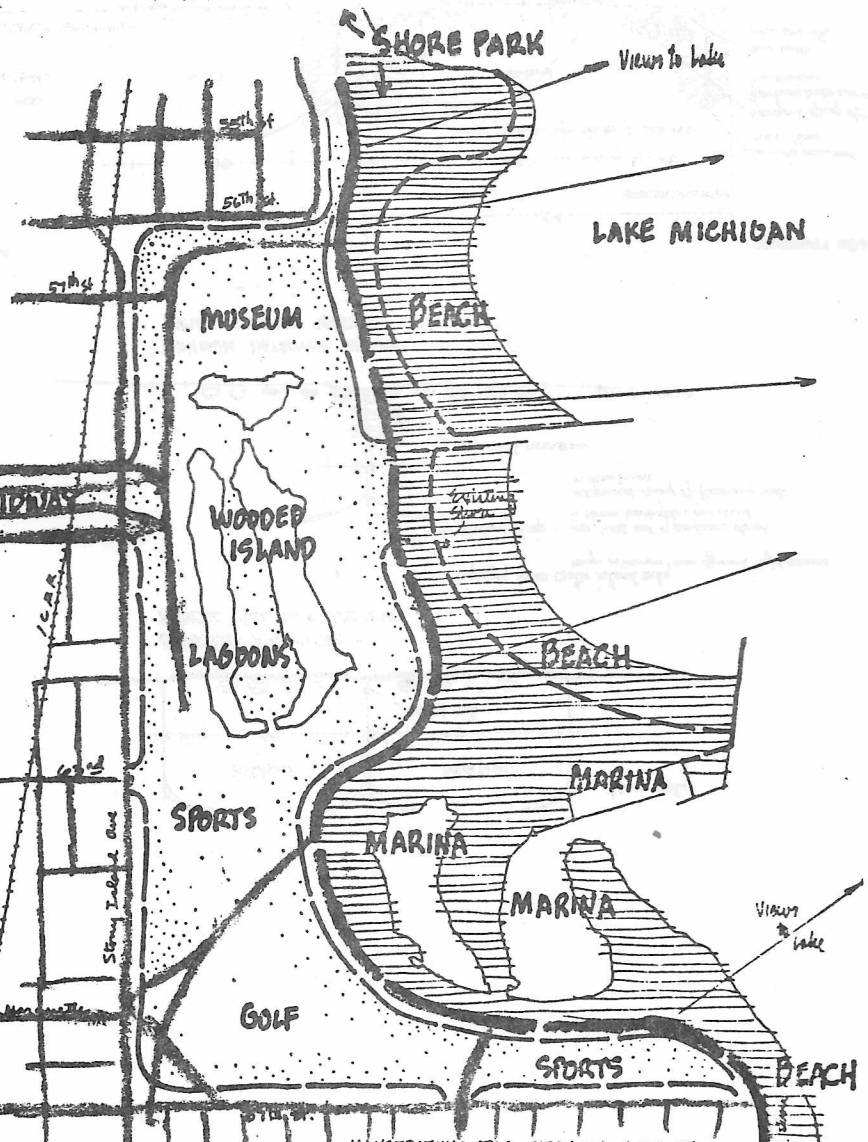
JACKSON PARK
CHICAGO ILLINOIS

JJR DWG 40



SKETCH OF DEVELOPMENT CONCEPT





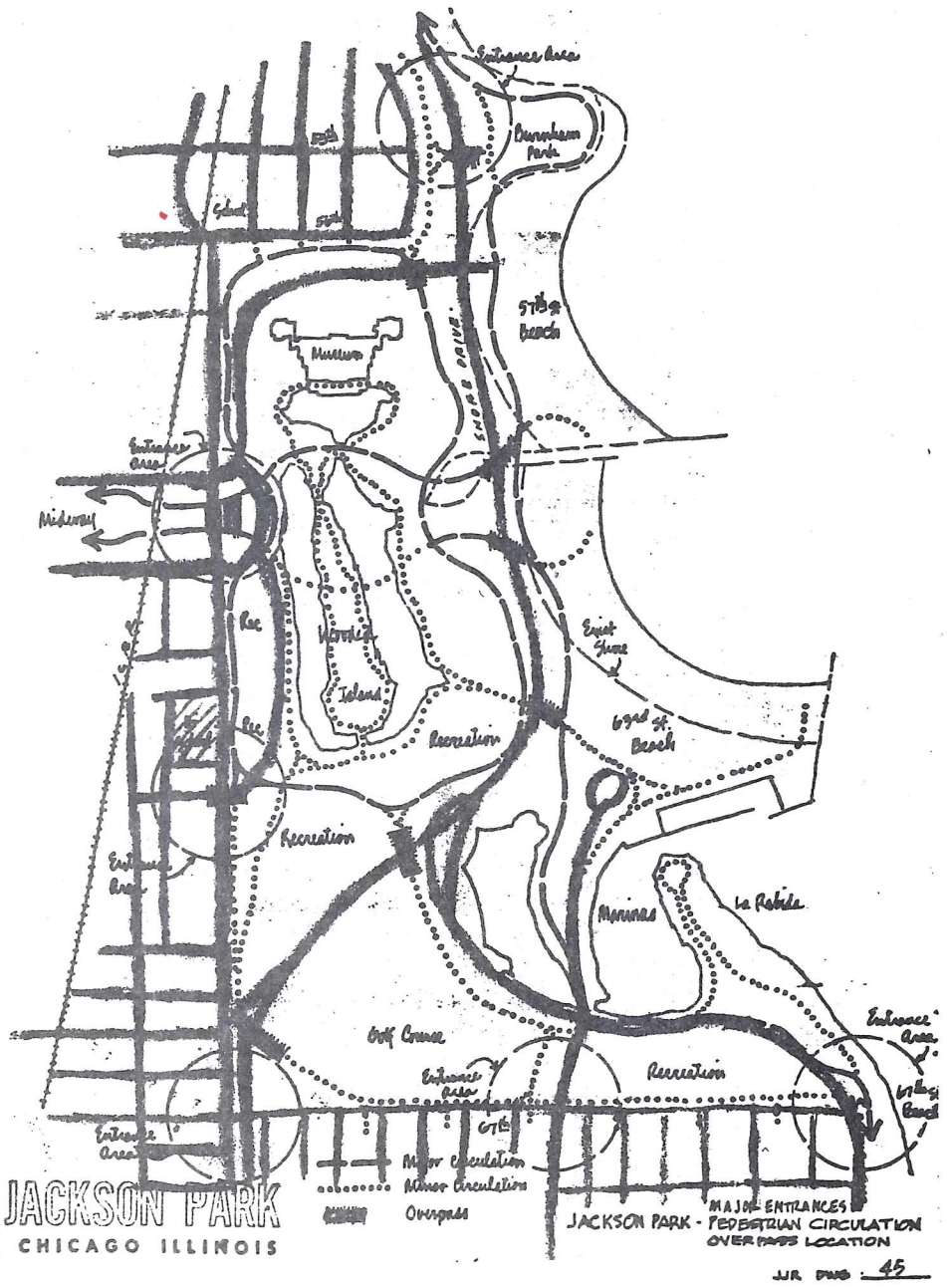
JACKSON PARK
CHICAGO ILLINOIS JJR DWG 43

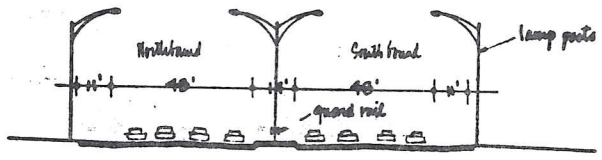
JACKSON PARK DESIGN CONCEPT
PARK USES

JACKSON PARK
CHICAGO ILLINOIS

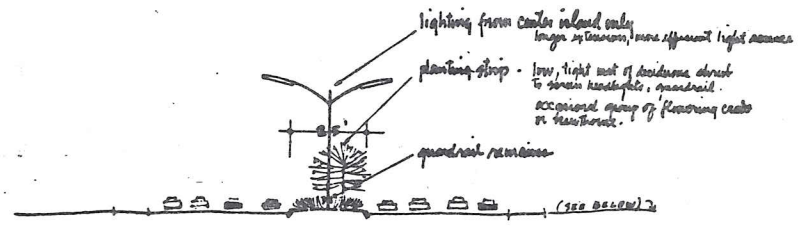
ILLUSTRATING THE MERGING LINE OF THE TWO BASIC PARKS WHICH EXIST IN JACKSON PARK: THE INNER PARK ORIENTED TO THE SO. CHICAGO COMMUNITY AND THE LAKE MICHIGAN PARK, ORIENTED TO THE WATER.

JJR DWG 44

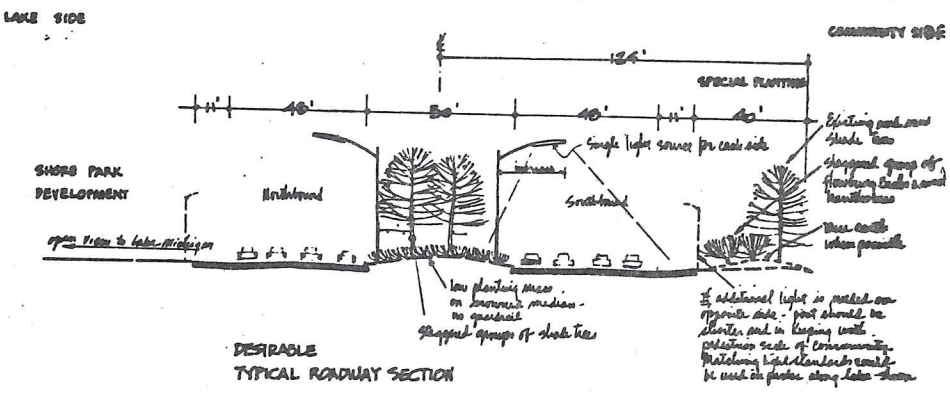




EXISTING PROPOSAL -
TYPICAL ROADWAY SECTION



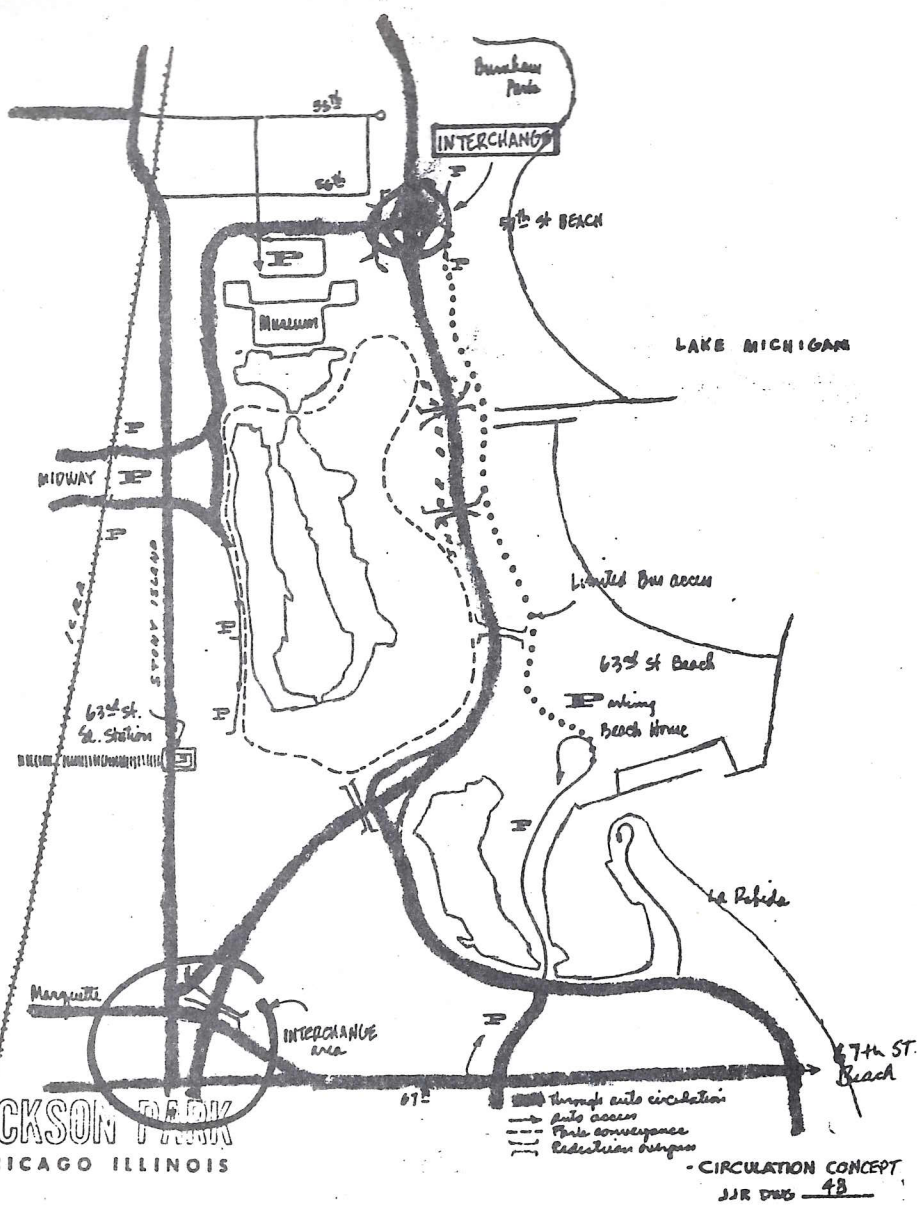
MINIMUM IMPROVED MEDIAN
TYPICAL ROADWAY SECTION

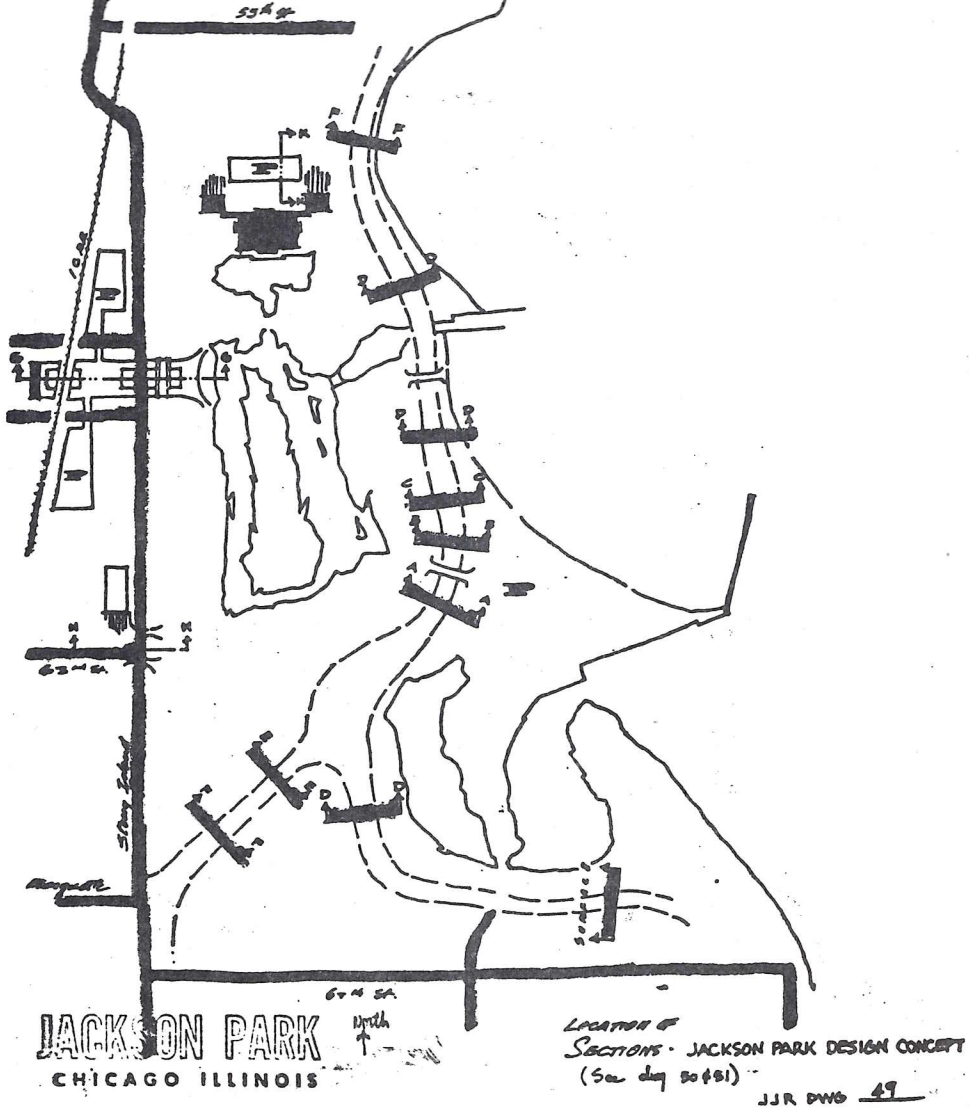


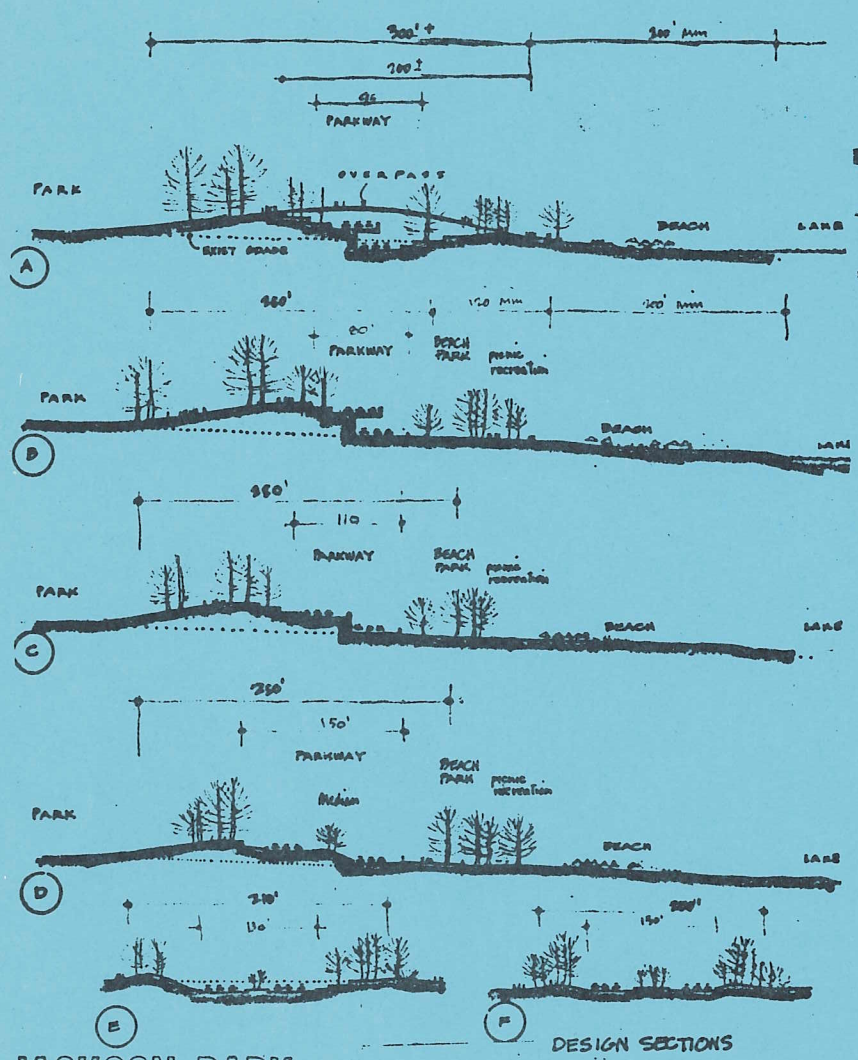
JACKSON PARK
CHICAGO ILLINOIS

SECTIONS - IMPROVED SO. SHORE DRIVE

JJR DWG 46



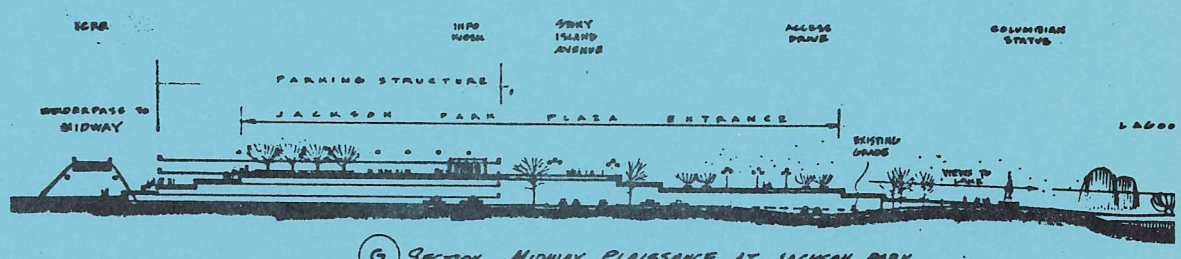




DESIGN SECTIONS

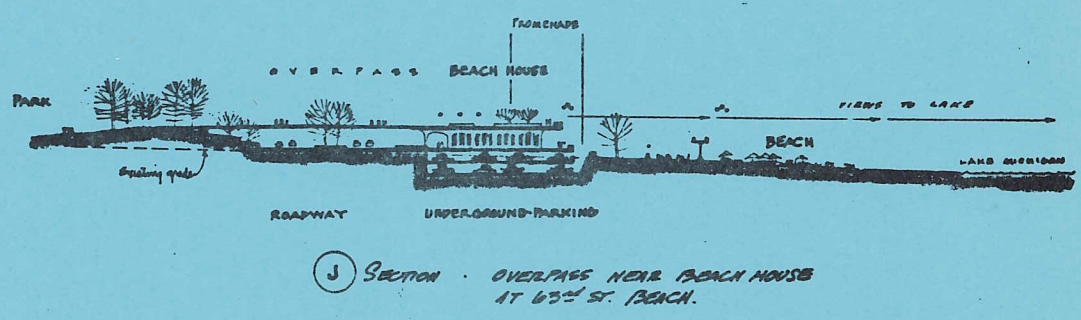
JJR DWG 50 PARK ROUTE

JACKSON PARK
CHICAGO ILLINOIS

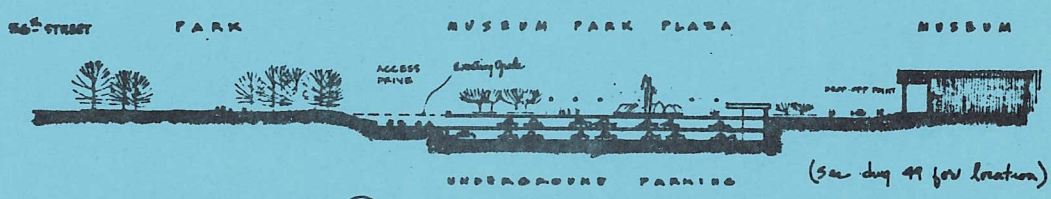


(G) SECTION MIDWAY PLAISSANCE AT JACKSON PARK

(H) SECTION THRU HIGH SCHOOL INTO JACKSON PARK (See dwg 49 for location



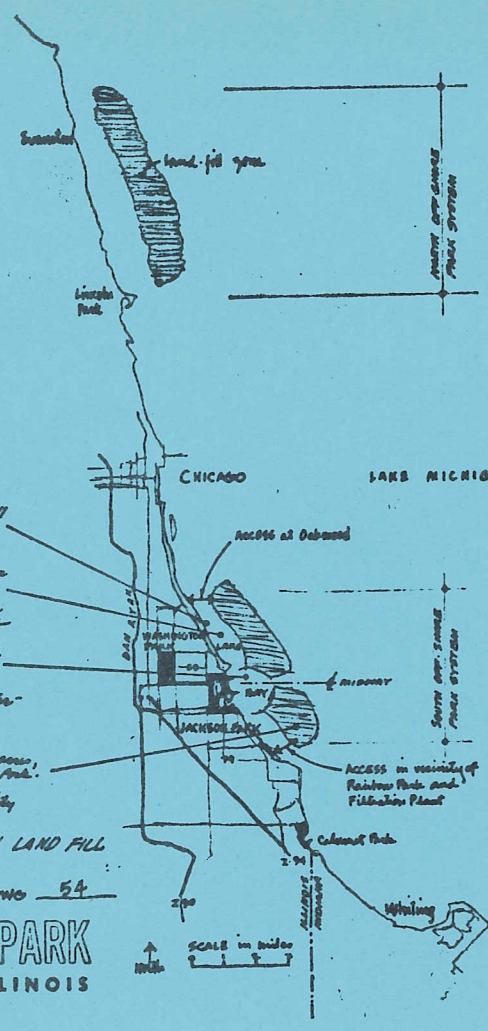
(J) SECTION · OVERPASS NEAR BEACH HOUSE AT 63rd ST. BEACH.



(See dwg 49 for location)

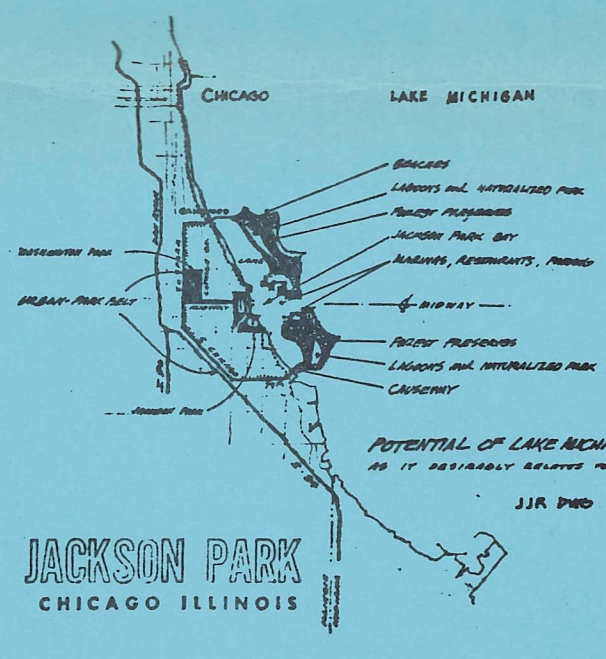
JJR DWG 52

(K) SECTION PARKING STRUCTURE/MUSEUM PLAZA



JJR DWG 54

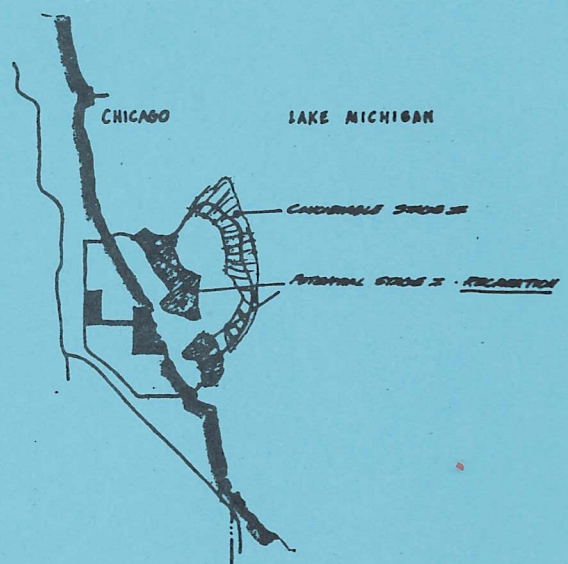
JACKSON PARK
CHICAGO ILLINOIS



POTENTIAL OF LAKE MICHIGAN LAND FILL
AS IT DESIRABLY RELATES TO Jackson Park

JJR DWG 55

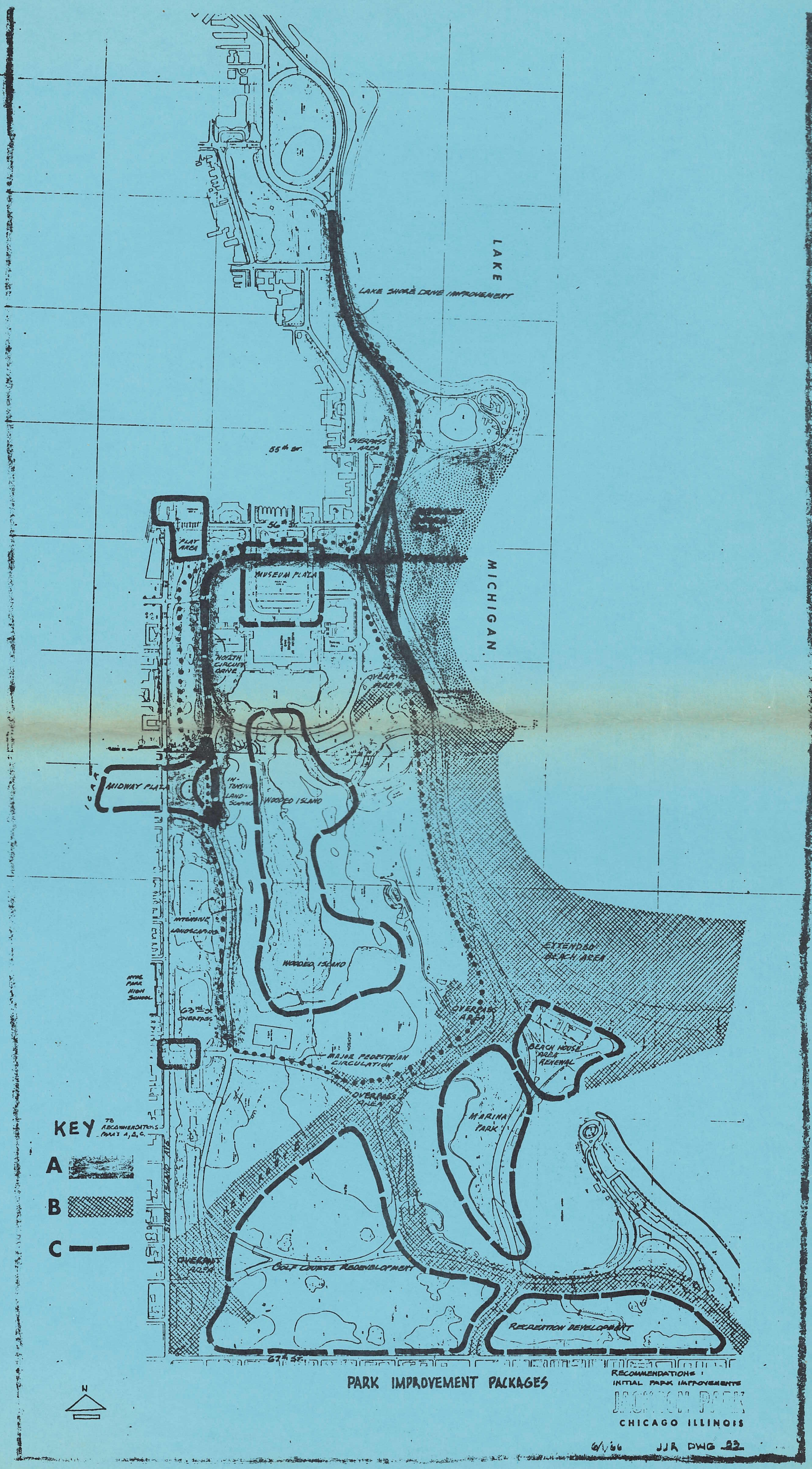
JACKSON PARK
CHICAGO ILLINOIS



JACKSON PARK
CHICAGO ILLINOIS

POTENTIAL OF LAKE MICHIGAN LAND FILL

JJR DWG 56



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